



♦ ♦ ♦ TOURS ♦ ♦ ♦

THROUGH THE

YELLOWSTONE * NATIONAL * PARK

IN AUGUST AND SEPTEMBER, 1892.

Incidental Trips through
COLORADO, UTAH, THE PACIFIC NORTHWEST, AND CALIFORNIA.

RAYMOND & WHITCOMB,
296 Washington St. (opposite School St.), Boston, Mass.

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— SEASON OF 1892. —

A GRAND TOUR

THROUGH THE

YELLOWSTONE NATIONAL PARK,

With a Complete Round of all the Points of Interest in that

LAND OF MARVELS,

And ample time for a thorough inspection of its many wonders. Incidental visits to
The Mammoth Hot Springs, Norris Geyser Basin, Lower Geyser Basin,
Upper Geyser Basin, Yellowstone Lake, and Grand
Canon of the Yellowstone;

AND ALSO TO

CHICAGO, ST. PAUL, MINNEAPOLIS, NIAGARA FALLS, Etc.

The Party to Leave Boston Monday, September 5,
And to Return Tuesday, September 27.

Price of Tickets (all Traveling Expenses Included), . . \$230.00.

RAYMOND & WHITCOMB,
296 Washington St. (opposite School St.), Boston, Mass.

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Suggestions in Regard to Joining a Party.

Persons desiring to join any one of our parties should send their names to be registered at as early a date as convenient. A name is registered as soon as there is an intention of going, and this registration secures a place in the cars, at hotels where sojourns may be made, and in every way insures membership in the party. No payment of money is required in connection with the registration and no responsibility is incurred. If circumstances prevent the person from going, notice of the fact should be sent to us, and the name will be taken from the list, and the next applicant permitted to fill the vacancy. Tickets can be taken and paid for at the convenience of the passenger any time to within three or four days of the date of departure; and, should the passenger then be prevented from going, the money will be refunded. The advantage of sending in names early is readily seen. In all cases the parties are limited in numbers, and it frequently occurs that parties are filled long before the dates of departure. Persons are not compelled to come to Boston for the purpose of joining an excursion, but may connect with the train at any convenient point along the route. The limitation of the time in which persons may join a party is generally to within three or four days before starting, as the rooming lists are sent to hotels in advance, and other matters pertaining to the transportation and general comfort of the traveler must be prearranged. We make this explanation for the information of many who may not be acquainted with our method of forming parties, and who may be disposed to delay joining until the last moment.

EXCURSION TO THE YELLOWSTONE NATIONAL PARK.

1892—EIGHTH YEAR—1892.

FROM SEPTEMBER 5 TO 27.

FOR seven years past our summer and autumn tours through the Yellowstone National Park have been among our most popular excursion enterprises. In addition to our several park tours in connection with transcontinental and other trips, we have arranged one excursion in which the park is made the sole objective point, the journeys to and from that region being broken, however, by several interesting visits to the cities and points of picturesque interest *en route*. The plans for the round of travel through the great American Wonderland have been made upon the same generous scale which has distinguished our Yellowstone Park trips in past years, involving extra days within the park, extra stage service, and ample time for rest as well as sight-seeing. Tourists in general endeavor to crowd their journey into fewer days, with a result that is unsatisfactory in many ways. With the improvements that have been made in roads and hotels within the past few years, the added time means much. It means that many points of interest are seen that the hurried traveler must neglect, and, above all, it signifies time for rest after the long stage rides and opportunities to do one's sight-seeing in a systematic and comprehensive way.

From Boston to Chicago.

The party will leave Boston from the station of the Fitchburg Railroad, Causeway street, Monday, September 5, at 4.00 P. M. The westward journey lies over the popular Hoosac Tunnel and West Shore lines. The West Shore Railroad will be traversed from Rotterdam Junction to Suspension Bridge, and the Southern Division of the Grand Trunk and the Chicago & Grand Trunk lines from that point westward to Chicago.

The St. Clair River is crossed by means of the new submarine tunnel, the greatest work of its kind in the world. The tunnel is circular, with an outside diameter of $21\frac{1}{2}$ feet and an inside diameter of 19 feet and 10 inches. It is lined throughout with cast iron. The greatest depth of water over the tunnel is $40\frac{1}{2}$ feet, and the minimum depth of clay and gravel between the water and the tunnel is 15 feet. The length of the tunnel from the face of the portal to the edge of the river on the Canadian side is 1,982 feet; under the river, 2,310 feet; from the edge of the river on the American side to the face of the west portal, 1,734 feet; total length of the tunnel, 6,026 feet. There are 5,527 feet of open approaches — 3,061 on the Canadian side and 2,466 on the American side — making the entire length of the tunnel works 11,553 feet.

Chicago will be reached Wednesday morning, and there will be a transfer to the popular Sherman House, where there will be a sojourn until Thursday afternoon.

From Chicago to St. Paul and Minneapolis.

Leaving Chicago Thursday afternoon by the Wisconsin Central line (station at the corner of Harrison street and Fifth avenue), the party will proceed through Wisconsin to St. Paul. On arrival in that city, Friday morning, the passengers will be trans-

ferred to the Hotel Ryan, and in the course of the day there will be a carriage ride, with visits to the chief business and residence sections of the town, the Capitol, Summit avenue, Observatory, Fort Snelling, etc.

Saturday morning the party will proceed to the neighboring city of Minneapolis, where Sunday will be passed at the elegant West Hotel. There will be a carriage ride Saturday afternoon, with visits to the chief points of interest in Minneapolis and its charming suburbs, including Minnehaha Falls.

Westward on the Northern Pacific Railroad.

Monday morning the westward journey will be resumed, the route lying over the main line of the Northern Pacific Railroad. The train will leave Minneapolis at 9.35 A. M.

The first stage of this magnificent railway trip will take us to the Yellowstone National Park. We first ascend the Mississippi Valley, passing through a rich and fruitful section of Minnesota. Then we traverse the new State of North Dakota. For a time we are in the great wheat belt of the Northwest, and actually upon some of the famous bonanza wheat farms. The Red River and the Missouri are both crossed by the railway line, and upon the banks of the latter stream is situated the thriving capital of the State — Bismarck. On the western bank of the Missouri, opposite Bismarck, is the flourishing railway city of Mandan. Near the western border of North Dakota, and a little over 600 miles from St. Paul, we pass through the northerly section of the famous "Bad Lands." A mile west of the station of Sentinel Butte the train crosses the State line and enters the new State of Montana, which possesses the princely domain of 143,776 square miles. At Glendive we reach the Yellowstone Valley, which we traverse the remainder of the way to the Yellowstone National Park.

Through the Upper Yellowstone Valley.

Leaving the main line of the Northern Pacific Railroad at Livingston, we shall turn southward and ascend the Yellowstone Valley fifty-one miles farther to Cinnabar, which lies only a short distance from the northern border of the National Park. We are now fairly in the mountain region, and the scenery of the upper valley is certainly magnificent—a fitting prelude to the wonders of the park.

Conveyance is had from Cinnabar to Mammoth Hot Springs, a distance of seven miles, by stage, and the hotel will be reached between 12.00 and 1.00 P. M.

The Yellowstone National Park.

The reservation known as the Yellowstone National Park was set aside by act of Congress in 1872, and dedicated as “a national park or pleasure ground for the benefit and enjoyment of the people.” It originally occupied an area of about 3,575 square miles, and to this amount there has recently been added a forest reservation of nearly 2,000 square miles, making altogether a tract over two-thirds the size of the State of Massachusetts, and nearly as large, in fact, as the States of Connecticut and Rhode Island combined. The recently added area consists of the country adjacent to the southern and eastern boundaries, and extends the reservation eight miles in the former and twenty-four miles in the latter direction. The name “park” is perhaps misleading, as it is exceedingly diversified, containing numerous parks or open tracts, as the name “park” has been bestowed in the mountain sections of Colorado, besides high mountains and beautiful lakes. The main Rocky Mountain chain—the true continental divide—crosses the southwestern portion in an irregular line, leaving by far the greater expanse on the eastern side. The least elevation of any of the narrow valleys is 6,000 feet, and some of them are from 1,000 to 2,000 feet higher. The

mountain ranges which hem in these valleys are from 10,000 to upwards of 11,000 feet in height, Electric Peak (in the northwest corner of the park, not far back of Mammoth Hot Springs) having an elevation of 11,125 feet, and Eagle Peak, southeast of Yellowstone Lake, reaching the height of 11,000 feet. The latter is one of many high peaks in the southern part of the Absaroka range — so called from the Indian name of the Crow Nation. This range has been popularly called the “Hoodoo Mountains.” The Absarokas offer, for more than eighty miles, a bold, unbroken barrier — a rough, rugged country, dominated by high peaks and crags from 10,000 to 11,000 feet in height. In the south part of the park, near Heart and Lewis Lakes, is Mount Sheridan, 10,200 feet high; and Mount Washburne, in the centre of the reservation, has an elevation of about 10,000 feet. The Gallatin range incloses the park on the north and northwest, lying west of the Yellowstone Valley; the Snowy range, a spur of the Absarokas, lying east. Electric Peak is the highest of the Gallatin range, and Emigrant Peak the most prominent of the Snowy Mountains. The drainage of the park area is divided among three distinct systems — the Yellowstone River, which has about three-fifths and runs in a sinuous course from the southeast to the northwest corner of the park, mainly through deep cañons, and the Madison and Snake Rivers, which have about one-fifth each. The Yellowstone and Madison are tributary to the Missouri, and the Snake flows into the Columbia.

John Colter, or Coulter, who was connected with the Lewis and Clark expedition, and went back on his return in 1806 to hunt and trap on the headwaters of the Missouri, was probably the first white man who ever saw any of the springs or geysers in this wonderful region. After a narrow escape from the Blackfeet Indians he lived for a number of years among the Bannocks, who ranged through the country in which the park is located. In 1810 he returned to St. Louis, and told wonderful tales of the

region, which were not believed. "Coulter's Hell" was the name afterwards applied to this section by hunters and trappers. In 1844 James Bridger, the famous Rocky Mountain guide and scout, described some of the wonderful springs and geysers, but his stories were not credited. Later Captain John Mullan's report on the construction of a military road from Fort Walla Walla to Fort Benton, Captain W. F. Reynolds' report on the exploration of the Yellowstone River, and a letter of Captain Walter W. A. De Lacy, who in 1863 visited the Lower Geyser Basin, made mention of the geysers. The first extended account of the Yellowstone geysers was published in 1870, based on a visit in 1869 by David E. Folsom. In 1871 Dr. F. V. Hayden made his preliminary survey, the report of which prompted Congress to set aside the tract as a public park. Subsequent to that time Dr. Hayden and his assistants made further surveys of the region, and his twelfth annual report for 1878 (issued in 1883) gives the fullest information about the park yet published. The work began under Dr. Hayden's direction has been continued under the charge of Major Powell, the present chief of the United States Geological Survey. For a number of years past Mr. Arnold Hague has been engaged, with a corps of able assistants, in a detailed examination of the park. The next Geological Report to be devoted to this region, embodying, as it will, the result of Mr. Hague's recent work, will be invaluable. Contour maps of the park are in process of preparation.

The surveillance of the park is in the hands of the military. The regulations against killing game, the use of firearms, negligence in leaving camp-fires, the removal of specimens, and the marring of formations, are strict; but the public has reason to be thankful that they are so, since they tend to the maintenance of the animal life, and likewise to the preservation of the park wonders in all their beauty and fineness. The park is under the care of the Secretary of the Interior, and the superintendent is a military officer

(at present Captain George S. Anderson, of the United States Cavalry), with headquarters at Mammoth Hot Springs.

The Geological History of the Park Region.

The following extract from a paper by Mr. Arnold Hague, read before the American Institute of Mining Engineers in July, 1887, gives succinctly the geological history of the park: "Throughout Tertiary time in the park area, geological history was characterized by great volcanic activity, enormous volumes of erupted material being poured out in the Eocene and Middle Tertiary, continuing with less force through the Pliocene, and extending into Quaternary time. With very recent times there is no evidence of any considerable outburst; indeed, the region may be considered long since extinct. These volcanic rocks present a wide range in chemical and mineral composition and physical structure. They may all, however, be classed under three great groups—andesites, rhyolites, and basalts—following each other in the order named. In some instances eruptions of basalt occurred before the complete extinction of rhyolite, but in general the relative age of each group is clearly and sharply defined; the distribution and mode of occurrence of each presenting characteristic and salient features, frequently marked by periods of erosion.

"Andesites are the only volcanic rocks which have played an important part in producing the present structural features of the mountains surrounding the park. As already mentioned, they occur in large masses in the Gallatin range, while most of the culminating peaks in the Absarokas are composed of compact andesites and andesitic breccias. On the other hand the andesites are not confined to the mountains, but played an active rôle in filling up the interior basin. That the duration of the andesitic eruptions was long continued, is made evident by the plant-remains found in ash and lava beds through 2,000 feet of volcanic material. The plants have as yet

been too little studied to define positively their geological horizons. It is quite possible that they may indicate marked differences of climate between the lower and upper beds.

"In early Tertiary times a volcano burst forth in the northeast corner of the depressed area encircled by the Park Mountains, not far from the junction of the Absoraka and Snowy ranges. While not to be compared in size and grandeur with the volcanoes of California and the Cascade range, it is, for the Rocky Mountains, one of no mean proportions. It rises from a base about 6,500 feet above sea-level, the culminating peak attaining an elevation of 10,000 feet. This gives a height to the volcano of 3,500 feet from base to summit, measuring from the Archæan rocks of the Yellowstone Valley to the top of Mount Washburne. The average height of the crater rim is about 9,000 feet above sea-level, the volcano measuring fifteen miles across the base. The eruptive origin of Mount Washburne has long been recognized, and it is frequently referred to as a volcano. It is, however, simply the highest peak among several others, and represents a later outburst, which destroyed in a measure the original rim and form of the older crater. The eruptions for the most part were basic andesites. Erosion has so worn away the earlier rocks, and enormous masses of more recent lavas have so obscured the original form of the lava-flows, that it is not easy for the inexperienced eye to recognize a volcano and the surrounding peaks as the more elevated points in a grand crater wall. By following around on the ancient andesetic rim, and studying the outline of the old crater, together with the composition of the lavas, its true origin and history may readily be made out. . . . This old volcano of early Tertiary time occupies a prominent place in the geological development of the park, and dates back to the earliest outbursts of lava, which have in this region changed a depressed basin into an elevated plateau.

"After the dying out of the andesitic lavas, followed by a period of erosion, immense volumes of rhyolite were erupted, which not only threatened to fill up the crater, but to bury the outer walls of the volcano. On all sides the andesitic slopes were submerged beneath the rhyolite to a height of from 8,000 to 8,500 feet. This enormous mass of rhyolite, poured out after the close of the andesitic period, did more than anything else to bring about the present physical features of the park table-land. A tourist making the customary trip through the park, visiting all the prominent geyser basins, hot springs, and the Grand Cañon and Falls of the Yellowstone, is not likely to come upon any other rock than rhyolite, excepting, of course, deposits from the hot springs. . . . A description of the rhyolite region is essentially one of the park plateau. Taking the bottom of the basin at 6,500 feet above sea-level, these acidic lavas were piled up until the accumulated mass measured 2,000 feet in thickness. It completely encircled the Gallatin range, burying its lower slopes on both the east and west sides; it banked up all along the west flanks of the Absarokas, and buried the outlying spurs of the Teton and Wind River ranges. . . .

"That the energy of the steam and thermal waters dates well back into the period of volcanic action, there is, in my opinion, very little reason to doubt. . . . Although the rhyolite eruptions were probably of long duration and died out slowly, there is, I think, evidence to show that they occupied a clearly and sharply defined period between the andesites and basalt eruptions. Since the outpouring of this enormous body of rhyolite and building up of the plateau, the region has undergone profound faulting and displacement, lifting up bodily immense blocks of lava, and modifying the surface features of the country. Following the rhyolite came the period of basalt eruptions, which, in comparison with the andesite and rhyolite eras, was, so far as the park was concerned, insignificant, both as regards the area covered by the basalt and

its influence in modifying the physical aspect of the region. . . . After the greater part of the basalt had been poured out, came the glacial ice, which widened and deepened the preëxisting drainage channels, cut profound gorges through the rhyolite lavas, and modeled the two volcanoes into the present form. . . . Since the dying out of the rhyolite eruptions, erosion has greatly modified the entire surface features of the park. Some idea of the extent of this action may be realized when we recall that the deep cañons of the Yellowstone, Gibbon, and Madison Rivers—cañons in the strictest sense of the word—have all been carved out since that time. Today these gorges measure several miles in length and from 1,000 to 1,500 feet in depth. . . .

“Since the close of the ice period no geological events of any moment have brought about any changes in the physical history of the region other than those produced by the direct action of steam and thermal waters. A few insignificant eruptions have probably occurred, but they failed to modify the broad outlines of topographical structure, and present but little of general interest beyond the evidence of the continuance of volcanic action into Quaternary times. Volcanic activity in the park may be considered as long since extinct. At all events, indications of fresh lava-flows within historical times are wholly wanting. This is not without interest, as evidence of underground heat may be observed everywhere throughout the park in the waters of the geysers and hot springs. All our observations point in one direction, and lead to the theory that the cause of the high temperature of these waters must be found in the heated rocks below, and that the origin of the heat is in some way associated with the source of volcanic energy. It by no means follows that the waters themselves are derived from any deep-seated source; on the contrary, investigation tends to show that the waters brought up by the geysers and hot springs are mainly surface waters which have percolated downward to a sufficient distance to become heated

by large volumes of steam ascending through fissures and vents from much greater depths."

Mr. Walter H. Weed, one of Mr. Hague's assistants, has contributed to the Ninth Annual Report of the Director of the United States Geological Survey (Washington, 1890) an interesting paper on the formation of travertine by vegetation in the hot waters flowing from the springs.

In discussing the antiquity of the geysers, Mr. Hague gives some figures based on the ascertained growth of deposit around Old Faithful, and draws the conclusion that its measured thickness of seventy feet must have required 25,000 years to reach its present development. He adds: "This gives us a great antiquity for the geyserite, but I believe that the deposition of the siliceous sinter in the park has been going on for a still longer period of time." The number of geysers, hot springs, mud-pots, and paint-pots scattered over the park exceeds 3,500, according to the same authority; and, if to these be added the fumaroles and soltafaras, from which issue in the aggregate enormous volumes of steam and acid and sulphur vapors, the number of active vents would in all probability be doubled.

The Mammoth Hot Springs.

We shall make two visits to the Mammoth Hot Springs,—before and after the tour of the park,—so that there will be ample time to inspect the wonders of the region. The springs have built up a series of remarkable terraces on the west side of a little plateau, or basin, 1,000 feet above the Gardiner River, into which their waters flow. On the opposite side of the river rises the long, rugged mass of Mount Evarts, which has an elevation of 7,600 feet. The total area covered by the travertine, is about two square miles, including the massive beds on top of Terrace Mountain, which are pre-glacial. The greater part of the travertine rests on mesozoic limestone. There are

eight well-defined benches or terraces, with a more or less level top and steep slopes. There are seventy-five active springs, varying in temperature from 80 to 165 degrees Fahrenheit, in all of which algæ have been found growing. This vegetation, according to Mr. Weed, has been found to produce an important result in the formation of the travertine, and in producing its varied coloring. The Mammoth Hot Springs terraces are distinguished from all the other hot spring deposits in the park by being carbonate of lime. The others are silicious sinter. The principal objects of interest are the extinct spring cones, Liberty Cap, an isolated shaft forty-five feet in height and twenty feet in diameter, and the Thumb, which are situated on the principal plateau, near the hotel; the Pulpit Basins, Marble Basins and Blue Springs on the main terrace above; and Cleopatra's Bowl, Cupid's Cave and the Orange Spring, which are higher and farther back.

There are several hot springs within a few feet of the Gardiner River; and the feat of catching trout in the pure, cold stream, and boiling them in the neighboring spring before they are detached from the hook, may actually be performed. In a depression above the spring formations is a little lake, containing both hot and cold springs. There are several falls upon the Gardiner River, the finest being upon the Middle Fork, about four miles distant from the hotel. These falls are 140 feet high, and are in a cañon 1,200 or 1,500 feet deep. Near at hand are Bunsen Peak (8,775 feet) and the bold Sheepeater Cliffs. The latter take their name from a tribe of Indians that is supposed to have once inhabited this part of the park, and to have lived chiefly upon the mountain sheep, which still abound on Mount Evarts and in other secluded places.

On the Road to the Geysers.

Leaving the hotel at Mammoth Hot Springs Thursday morning, the parties will proceed to the Fountain Hotel, in the Lower Geyser Basin, a distance of forty miles.

The journey and the subsequent trips about the park will be made in comfortable spring wagons. The road completed by the government a few years since leads from the springs up the Gardiner River Cañon and through the Golden Gate, by Rustic Falls, to the elevated plateau above. On emerging from the rocky pass at the head of the falls, and near the pretty little sheet of water known as Swan Lake, which forms one of the numerous sources of the Gardiner, a fine view is had of the Gallatin range. These mountains occupy a considerable area in the northwestern section of the park, the prominent peaks being Quadrant Mountain (9,127 feet), Bell's Peak (10,331 feet), and Mount Holmes (10,578 feet). Bunsen Peak, which we have left behind us, and also Electric Peak, Sepulchre Mountain, and Cinnabar Mountain belong to the same range. Near the crossing of the Middle Fork of the Gardiner is an old Indian trail which the Bannocks formerly used. Willow Park is the name given to a little region which has often served as a camping-place, and not far beyond are the famous Obsidian Cliff and Beaver Lake. There is a ridge 1,000 feet in length, and from 150 to 250 feet in height, rising in almost vertical columns from the eastern shore of the little lake. This mass is composed of volcanic glass; and, when it was found advisable to construct a carriage road along its base, the only practicable way of operation was to build huge fires upon the largest masses, and, after they had been expanded by the heat, to dash cold water upon them. This had the effect of fracturing the blocks into fragments, so that they could be removed. Smaller blocks of obsidian are found in other parts of the park. Mr. Joseph P. Iddings, of the United States Geological Survey, has given an interesting account of Obsidian Cliff in the Seventh Annual Report. Beaver Lake was formerly the home of a numerous colony of those industrious little animals, and around its wooded shores are many hot and cold springs. The road flanks the lake for a mile or so, skirts the alum waters of Green Creek, and then

crosses the divide which separates the waters of the Gardiner River, which flow into the Yellowstone, from those of the Gibbon River, which find their way into the Madison. There are a number of pretty little lakes near the road north of the Norris or Gibbon Geyser Basin.

The Norris or Gibbon Geyser Basin.

This is the first of the true geyser sections reached in entering the park by this route. The Gibbon River was named by Dr. Hayden in 1872, in honor of General John Gibbon, who had partially explored it; and the discoverer of the Geyser Basin (in 1875) was Mr. P. W. Norris, then superintendent of the park. This basin is the highest in the park, its elevation being 7,257 feet above the ocean level; and it covers an area of about six square miles. There are numerous springs of water and mud and a few veritable geysers, the chief of these being the New Crater and the Monarch. The former broke out with great force in 1890, but has since subsided. The Monarch plays once or twice daily and emits a large amount of water which courses down the neighboring flat. There are numerous springs, pools, and small geysers scattered about the basin. The Growler is the significant name of a vigorous steam vent, and the Constant is a handsome geyser, frequently in action, upon the flat below. There is a small geyser at the top of the hill which has been metamorphosed from a mud slinger into a clear fountain; and a fierce spring beside the road, nearer the hotel, which gives indications of future greatness, was named the Congress Geyser by the International Geological Congress of 1891.

The Artists' Paint Pots.

The road from the Norris Basin southward crosses a ridge, and, descending therefrom to the Gibbon Meadows, or Elk Park, soon enters the wild cañon of the Gibbon

River. Half a mile east of the road, and just north of the entrance to the cañon, is a collection of hot mud springs of various colors, known as the Artists' Paint Pots.

Gibbon Falls.

Continuing through the Gibbon Cañon, beside the swift flowing river, the traveler finds himself between two steep slopes, for the most part well wooded. The road follows the river to a point below the picturesque Gibbon Falls, and is eventually to be extended to the Firehole Basin (or Lower Geyser Basin), thus avoiding a series of difficult hills. The falls, which are eighty feet in height, are seen to a great advantage from the new roadway, which at this point occupies a high perch directly in front of the cataract.

The Lower Geyser Basin.

The new Fountain Hotel, in the Lower Geyser Basin, is one of the best in the park, as well as one of the largest. It is situated but a short distance from the Small Fountain Geyser and the Mammoth Paint Pots, or Mud Puffs, which are among the chief sights of this region. The Lower Basin is the largest of the geyser areas. It is roughly rectangular in shape and about three miles square, with an elevation of 7,150 feet. It contains innumerable hot springs, and seventeen geysers, the largest of which is the Great Fountain, situated a mile or so from the hotel, but difficult of access, except by a round-about path, or at the expense of wet feet in crossing the boggy expanse in front. In the same neighborhood are some interesting springs, in one of which escaping gas plays like a blue flame, while in another may be seen the bleached bones of an unfortunate elk or buffalo.

The Excelsior Geyser and Prismatic Lake.

In the ride between the Lower and Upper Basins, a halt will be made in the Midway Geyser Basin for the purpose of inspecting the great Excelsior Geyser, Turquoise

Spring, and Prismatic Lake, all of which lie on the west bank of the river. The Excelsior, the largest geyser known in the world, was in a state of great activity during 1888, after a period of inaction lasting about six years. The eruptions occurred at intervals of about an hour, and were very powerful. A great dome of water, often accompanied by lavatic stones, was thrown into the air to a height of between 200 and 300 feet, while the accompanying column of steam rose 1,000 feet or more. Early in 1889 the geyser again ceased action, but in 1890 it resumed its work for a brief period with diminished force. It is now inactive except as a boiling spring. The crater is an immense pit 330 feet in length and 200 feet in width at the widest part, the cliff-like and treacherous walls being from fifteen to twenty feet high from the boiling waters to the surrounding level. The name of Cliff Cauldron was given it by the Hayden Survey in 1871, and it was not until some years later that it was discovered to be a powerful geyser. Hell's Half Acre is another expressive title given to this terrible pit. Two rivulets pour forth from the cauldron and from the neighboring springs, and the algæ, which grow profusely along their channels are very brilliantly colored.

The Turquoise Spring, near the Excelsior, is beautiful in its rich tints of blue, and Prismatic Lake, also near at hand, is another wonderful display of color.

The Upper Geyser Basin and its Wonders.

The Upper Geyser Basin, about two and a quarter miles long by one and a quarter miles wide, contains the greatest number, and with the exception of the Excelsior, the largest geysers in the park. There are forty geysers, nine of which are large, besides many beautiful hot springs. As the road enters the basin, it passes the Fan, Mortar, and Riverside geysers, and a little beyond the bridge the Grotto. To the left, on the same side of the river as the Grotto, are the Giant and Oblong, and to the right the Splendid with the White Pyramid (built up by a hot spring) is in the distance. The

Castle is farther south, on the west bank, while on the opposite side of the river are the Grand, Giantess, Bee Hive, the Lion group and others. Old Faithful, the most regular of the large spouters, is near the hotel, at the southern extremity of the basin. In the western part of the basin are the Punch Bowl, Black Sand Spring, and Emerald Pool (the latter being on the opposite side of Iron Creek). The springs have generally great depth and clearness, and the beholder can examine minutely the delicate formations far beneath the surface. The edges are in many cases scalloped and variously tinted, causing the deep blue spring and its exquisitely colored border to resemble a mammoth flower. One spring bears the appropriate name of the Morning Glory. Another very beautiful spring is situated quite near the Castle Geyser. There is no time when the subterranean forces are inactive, and strange sights and sounds greet the visitor on every side. Old Faithful was so named by Mr. N. P. Langford, in 1870, at the time of the visit of the Washburne exploring party. This party also named the Bee Hive and others of the geysers in the vicinity. The Castle was named by Langford and Doane, in 1870, and the Grand by Dr. Peale in 1871. What is generally known as the Lion Group (Lion, Lioness, and two cubs), was called the Trinity by Professor Comstock. The largest of the group was called Niobe by Dr. Peale. The Silver Globe group of springs and geysers is a mile below the bridge, west of the river. The Solitary is at the edge of the timber, half a mile south of the hotel. It is chiefly remarkable on account of its pearl-like formations about its margin. The Lone Star, which has a remarkably handsome cone, is situated about four miles south of the hotel.

The Theory of Geyser Action.

Herschell, Bunsen, Comstock, McKenzie, and other scientists have advanced theories as to Geyser action, and that of Bunsen is generally accepted in the main. The pres-

ence of igneous rocks which still retain their heat at a considerable distance below the surface, and the admission of water to subterranean apertures, or tubes, seem to be the requisite conditions to produce a geyser. This word, by the by, is derived from the Icelandic word *geysa* — to gush. Steam is formed within caverns or chambers partly filled with water; and a column of water, as well as the steam itself, is driven out through the tube. Intermittent geyser action may result from curvatures in the tube, deposits of water being left in the depressions from previous upheavals, to await the next discharge, the intervals between the eruptions being governed by the size of the chambers wherein the steam is generated, conditions of temperature, etc. It has been noticed that geysers occur where the intensity of volcanic action is decreasing. In the neighborhood of active volcanoes, such as Vesuvius, the temperature appears to be too high, and the vapor escapes as steam from what are called *stufas*. When the rocks are more cooled, the water comes forth in a liquid form. Says Dr. Peale in *Science* (July 27, 1883): "It is probable that all geysers are originally due to a violent outbreak of steam and water, and that the first stage is that of a huge steam vent. Under such conditions irregular cavities and passages are more likely to be formed than regular tubes. The lining of the passages and tubes takes place afterward, and is a slow process. Whether the subterranean passages in which the water is heated are narrow channels, enlargements of tubes, or caverns and tubes, is probably of little consequence, except as the periods or intervals of the geyser are influenced. If water in a glass tube be heated rapidly from the bottom, it will be violently expelled from the tube; or, if boiled in a kettle that has a lid and a spout, either the lid will be blown off or the water will be forced out of the spout. In the first case we have an explanation, in part, at least, of Bunsen's theory; and the second exemplifies the theories which pre-suppose the existence of subterranean cavities and connected tubes. The simpler the form of

the geyser tube, the less is the impediment to the circulation of the superheated water; and in this fact lies the explanation of the difference between constantly boiling springs and geysers. The variations and modifications of the subterranean water passages, however, must be important factors entering into any complete explanation of geyseric action."

From the Upper Geyser Basin to Yellowstone Lake.

A new route was established last autumn between the Upper Geyser Basin and Yellowstone Lake, and the discomforts of the old road over "Mary's Mountain" need no longer be experienced. The new road leads across the divide, east of the Upper Geyser Basin, the Continental ridgepole being twice crossed, in fact. One part of the route commands a fine view of Shoshone Lake and the southern part of the park. The road emerges upon the lake shore near West Bay or the Thumb, another region of geysers, hot springs and "paint pots." One of the hot springs is at the very edge of the lake, and the feat of catching a trout and boiling it in the hot pool without changing one's position, is an exploit that any fisherman can perform. A small steamer plies on the lake between the Thumb and the hotel, at the outlet, and a stage road also leads thither. After lunch at West Bay, we continue our journey by the latter route, arriving at the Lake Hotel in the afternoon.

Yellowstone Lake.

Yellowstone Lake, the largest body of water in North America at this altitude (7,741 feet), and one of the largest in the world at so high an elevation above sea level, presents a superficial area of 139 square miles, and a shore line of nearly 100 miles. It is shaped roughly, like an outspread hand, with a clearly defined though overgrown thumb, but with hardly the regulation number of fingers. The outlet is at the wrist,

and the new hotel is pleasantly situated a short distance therefrom. It occupies a bold bluff upon the shores of the lake, and overlooks a wide expanse of its fair surface and the beautiful mountains beyond. The lofty summits in the southward extension of the Absarokas, culminating in Mounts Doane, Langford, Stevenson, Silver Tip, Chittenden, and Cathedral Peak — all over 10,000 feet high — and Eagle Peak, — which rises to the still greater height of 11,100 feet — occupy the southeast corner of the park reservation beyond the lake. These and other beautiful peaks are seen at a distance of twenty miles or more, as the Savoy Alps are viewed across Lake Lucerne. Indeed, the resemblance between Yellowstone Lake and the Swiss lakes is quite marked. Southward are seen Mount Hancock and Mount Sheridan, the latter showing over the right shoulder of Flat Mountain. There are several islands in the lake; and the eastern shores, which are plainly in sight, are very romantic and inviting. Between two and three miles from the hotel is the Natural Bridge, which has been worn out by a little stream descending from the mountains to the lake. Fishing and rowing excursions are among the chief amusements of this resort. The trout are very plentiful, and a fine lot of boats, with competent oarsmen, may be engaged at all times.

From the Lake to the Cañon.

On leaving the hotel at the lake, we shall descend the Yellowstone Valley to the Falls and Grand Cañon, about eighteen miles distant. The river is in sight nearly all the time, and there are many beautiful views along the route. About seven miles from the lake a mud geyser and a mud volcano may be seen near the road. The latter is a circular pit, or crater, fifteen or twenty feet deep, and from a capacious opening, or mouth, on one side, at the bottom, waves of mud are emitted with great force, the pulsations numbering from fourteen to eighteen each minute. A few miles below is

Sulphur Mountain, or the Crater Hills. There is here a most interesting display of thermal action, sulphur being deposited in most delicate crystals in innumerable cavities and vents. At the base of the nearest hill is a furious hot spring. Here, as elsewhere, explorers should exercise great caution, as the springs and hot streams are in places hidden by thin crusts.

The Yellowstone Falls.

The new hotel is situated upon an elevated plateau west of the Grand Cañon of the Yellowstone, and about half a mile from the Lower Fall. It is one of the best-appointed hotels in the park, and has good accommodations for a large number of guests.

For miles above the Upper Fall the river flows in a strong and steady current between low and grass-covered banks. A few hundred yards above the first cataract three isolated and water-worn rocks tower above the waters like the piers of some ancient bridge. At the head of the fall the river has a width of about eighty feet, and the waters plunge over a shelf, between walls that are from 200 to 300 feet in height, upon a partially submerged reef 110 feet below. Dense clouds of spray and mist veil fully one-third of the cataract from view. Half a mile below this fall is the Lower or Great Fall, which is grander and more impressive than the other, though not more picturesque. Here the waters pour into the fearful abyss of the Grand Cañon, the sheer descent being 310 feet. The wooded slopes of the gorge tower far above the flood, and one has to descend a steep incline to reach a platform which serves as a good view point at the verge of the fall. The best views, however, are had from the banks below, where many jutting points afford an outlook upon the wonderful cañon. Clouds of mist ascend from the foot of the falls, and the walls are covered with a rank growth of mosses and *algæ*.

Midway between the two falls the road crosses Cascade Creek, which flows down to the Yellowstone from the slopes of Mount Washburne. There are here three beautiful little falls known as the Crystal Cascades, 129 feet in height; and directly beneath the bridge is the Grotto Pool.

The Grand Cañon of the Yellowstone.

Of the purely topographical features of the Grand Cañon of the Yellowstone, Mr. Henry Gannett (in Hayden's *Twelfth Annual Report*) says: "Commencing at the falls, it extends down nearly to the mouth of the East Fork, a distance, as the river flows, of twenty-four miles. Indeed, from the falls to the mouth of Gardiner's River, the Yellowstone is in a continuous cañon; but the partial break at the mouth of the East Fork separates it into two parts, known as the Grand and the Third Canons. The former occupies the line of greatest depression in a volcanic plateau, which slopes to the northward and southward from the Washburne group of mountains, and to the westward from the Amethyst Ridge of the Yellowstone range. Its course is northeast as far as the extremity of the Washburne group; and after passing that it turns north, with a very slight inclination west. The height of the plateau at the falls is about 7,800 feet. It increases slightly northeastward, until, in passing the mountains, it has an elevation of about 8,000 feet. Thence northward it decreases in height rapidly, and at the mouth of Tower Creek it reaches but 7,200 feet. At the head of the Upper Fall the river level is but a few feet below the top of the plateau. This fall adds 112 and the lower fall 300 feet to the depth of the chasm. From the foot of this fall to the mouth of East Fork the total descent is 1,304 feet in a distance of twenty-four miles, being an average of 54.3 per mile. As far as the extremity of the Washburne Mountains, a distance of twelve miles, the cañon continues to increase in

depth, both by the fall of the stream and the rise of the plateau; and the extreme depth, 1,200 feet, is attained at this point. Thence the depth decreases rapidly, and at the mouth of Tower Creek it is but 500 or 600 feet deep on the west side, and about 1,000 feet on the east side. The width of the cañon at the top varies from one-fourth of a mile to a mile; and the angle of slope of the walls from the top to the water's edge ranges from 45 degrees to 75 degrees, with a horizontal line."

These are the cold topographical facts and figures regarding this greatest of all the park marvels, and they are quickly forgotten when the beholder gazes down into the gigantic rift. Neither pen nor pencil can do justice to its stupendous grandeur or its marvelous coloring, wherein it differs essentially from any similar scenic feature of the world's diversified surface. The mountainous region of Colorado has deeper cañons, while the Grand Cañon of the Colorado River, in Northern Arizona, has twice and thrice its depth; but they cannot be compared in impressive beauty with the marvelously pictured rift through which the Yellowstone winds its way after its last grand leap. A narrow trail runs along the western edge, and there are many jutting points from which new vistas are opened through this enchanted land. The walls are in places perpendicular, though generally sloping; while at the bottom is the fretted and fuming river, a ribbon of silvery whiteness or deep emerald green. Along the bottom of the cañon are domes and spires of colored rock, some of them hundreds of feet in height, yet reduced to much smaller proportions by the distance. On the apex of one of these pillars is an eagle's nest. In one place, near the top, a great rock spire, twice as high as Trinity steeple, has split away from the mass of rock behind it, and seems to be ready to topple over into the abyss at any moment, so insecurely is it poised on the shallow shelf beneath. But the gorgeous coloring of the cañon walls is its distinguishing feature. The beholder is no longer left in doubt as to the reason

for bestowing the name of Yellowstone upon this remarkable river. The beautifully saffron-tinted walls give the explanation. There are other tints in opulence. Crimson and greens are seen with all their gradations and blendings. Emerald mosses and foliage form the settings for dashes of bright rainbow colors. The yellows and reds due to iron deposits, predominate. Says the Rev. Almon Gunnison (in *Rambles Overland*): "Language is but a clumsy thing with which to paint the glories of this wonder-place. The richest pigments of artists of largest fame have failed; and while men have smiled at the flaming canvas, and said, 'It is impossible,' the baffled painter has grieved that his poor brush had failed to tell half the story of this exceeding loveliness."

M. M. Ballou, in *The New Eldorado*, gives the following animated word picture of the scene as viewed from below the fall: "The grouping of crags, pinnacles, and inaccessible points is grand and inexpressibly beautiful. Eagles' nests with their young are visible at eyries quite out of reach save to the monarch bird itself. On other isolated points far below us are seen the nests of fish-hawks, whose builders look like swallows in size as they float upon the air, or dart for their prey into the swift, tumultuous stream that threads the valley. Gazing upon the scene, the vastness of which is bewildering, a sense of reverence creeps over us, a reverence for that Almighty hand whose power is here recorded in such unequaled splendor. At last it is a relief to turn away from looking into this sheer depth and reach a securer basis for the feet. Still we linger until the sunset shadows lengthen and pass away, followed by the silvery moonlight. Every hour of the day has its peculiar charm of light and shade as seen upon the cañon and its churning waters."

Dr. Hayden says in one of his reports: "No language can do justice to the wonderful grandeur and beauty of the cañon below the Lower Falls, the very nearly

vertical walls slightly sloping down to the water's edge on either side, so that from the summit the river appears like a thread of silver foaming over its rocky bottom; the variegated colors of the sides—yellow, red, brown, white—all intermixed and shading into each other; the gothic columns of every form standing out from the sides of the walls with greater variety and more striking colors than ever adorned a work of human art. The margins of the cañon on either side are beautifully fringed with pines. . . . The decomposition and the colors of the rocks must have been due largely to hot water from the springs, which has percolated all through, giving to them their present variegated and unique appearance. Standing near the margin of the Lower Falls, and looking down the cañon—which appears like an immense chasm or cleft in the basalt, with its sides 1,500 to 1,800 feet high, and decorated with the most brilliant colors that the human eye ever saw, with the rocks weathered into an almost unlimited variety of forms, with here and there a pine sending its roots into the clefts on the sides, as if struggling with a sort of uncertain success to maintain an existence—the whole presents a picture that it would be difficult to surpass in nature. Mr. Thomas Moran, the celebrated artist, and noted for his skill as a colorist, exclaimed, with a kind of regretful enthusiasm, that these beautiful tints were beyond the reach of human art. It is not the depth alone that gives such an impression of grandeur to the mind, but it is also the picturesque forms and coloring. . . . It is a sight far more beautiful than, though not so grand or impressive as, that of Niagara Falls."

There are many fine points of observation, the best of which are at the verge of the Grand Falls, from Lookout Point, and Inspiration Point. The latter is about two miles from the hotel and affords by far the finest view of the cañon. Just west of the pathway in the woods, and near the fork leading out on to Inspiration Point, is the

Hague Boulder, a gigantic mass of granite brought hither from the mountains in glacial times.

At the Mammoth Hot Springs Again.

Tuesday will be devoted in part to the journey from the Grand Cañon Hotel to Mammoth Hot Springs. The route is *via* the Norris Geyser Basin Hotel, twelve miles distant from the cañon. An excellent road extends across from the Yellowstone to the Norris Basin, where we reach the thoroughfare by which we journeyed southward, so that the farther ride of nineteen miles is over familiar ground. About midway on the route from the cañon to Norris Geyser Basin are the Virginia Cascades, which are situated on the upper waters of the Gibbon. The stream courses down a rocky incline for 200 feet or more; and the road, after approaching the cascade at the top, descends the hill in front of the fall. Just beyond, the road makes a sharp bend beyond a rock barrier called Cape Horn.

The party will reach the hotel at Mammoth Hot Springs Tuesday afternoon, and remain until afternoon of the following day. In case the number of tourists is so large as to deem it advisable, the party will be divided into two sections for the park tour, one of which will reverse the route herein described. The places to be visited will be precisely the same in both cases.

Over the Northern Pacific Railroad Eastward.

Leaving the hotel at Mammoth Hot Springs Wednesday afternoon by stage, we shall proceed to Cinnabar, where our special Pullman cars will be in waiting for the return journey over the Northern Pacific Railroad eastward to St. Paul. On leaving Cinnabar the train will descend the Yellowstone Valley to Livingston. The route to Minneapolis and St. Paul will be the same one taken in the outward journey, and Thursday

will be passed upon the road in Montana and North Dakota. Meals will be served during this journey in one of the elegant dining-cars of the Northern Pacific Railroad. A considerable portion of the route that was passed over in the night on the west-bound trip will be seen by daylight on the return, including a large part of the wheat country, the lake region, and the upper Mississippi Valley, in Minnesota. The famous "Bad Lands" of Dakota will also be passed through in the daytime.

From St. Paul to Chicago.

The return party will reach St. Paul late in the afternoon of Friday, September 23, and at once proceed over the Wisconsin Central line, leaving the Union station at 7.15 P. M. The train will reach Chicago at 10.00 A. M. Saturday.

From Chicago Eastward.

There will be a transfer by Parmelee's omnibuses from the Wisconsin Central station to the Dearborn station (Polk and Dearborn streets, between Third and Fourth avenues), where dinner will be provided, and from whence the party will depart, *via* the Chicago & Grand Trunk Railway, at 3.00 P. M. Supper will be provided on a Chicago & Grand Trunk dining-car. The route eastward is over the road mentioned and the Great Western Division of the Grand Trunk Railway.

Persons returning from Chicago independently will be required to exchange their east-bound passage and sleeping-car coupons either at the city office of the Chicago & Grand Trunk Railroad, 103 South Clark street, Chicago, E. H. Hughes, agent, to whom any application in advance for sleeping-car berths can be addressed, or at the Dearborn station. In order to avail themselves of the stop at Niagara Falls, passengers should leave Chicago by the "Limited Express" at 3.00 P. M. Niagara Falls is the only point east of Chicago where "stop-over" privileges can be allowed.

Niagara Falls.

Sunday and a large part of Monday will be passed at Niagara Falls, the party making its headquarters at the International Hotel, situated in proximity to the great cataract, Prospect Park, Goat Island, and the other points of interest.

Leaving Niagara Falls by the West Shore route at 5.08 P. M. Monday, the party will proceed eastward, and arrive in Boston (Fitchburg Railroad station, Causeway street) at 9.50 the succeeding morning.

Price of Tickets.

The price of tickets for the excursion described in the foregoing pages is TWO HUNDRED AND THIRTY DOLLARS. This sum covers all needed expenses of the entire round trip from Boston back to Boston, inclusive of the following items: All transportation by rail and stage lines; a double berth (one-half section) in the Wagner or Pullman palace sleeping-cars during the railway journeys; all wagon transportation within the park in accordance with the itinerary; hotel accommodations in St. Paul or Minneapolis, at Mammoth Hot Springs, the Fountain Hotel in Lower Geyser Basin, Upper Geyser Basin, Yellowstone Lake, and Yellowstone Grand Cañon (the five park hotels), and at Niagara Falls; incidental meals at hotels, dining stations, stage stations, and in dining-cars; omnibus transfers in Chicago, St. Paul, or Minneapolis, and Niagara Falls; transportation and care of all checked baggage, and the services of conductors.

ITINERARY.

MONDAY, September 5. *First Day.*—Leave Boston from the station of the Fitchburg Railroad, Causeway street, at 4.00 P. M., and proceed westward, *via* the Hoosac Tunnel line, in a train of magnificent vestibuled palace cars. On arrival at the station members of the party should check their baggage to Chicago. The checks will be taken up by the baggage master of the party, who will attend to the delivery, collection, and transportation of the baggage during the trip. Tags are supplied with the excur-

sion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Supper at station dining-rooms, Athol, Mass. From Rotterdam Junction, N. Y., westward on West Shore Railroad.

TUESDAY, September 6. *Second Day.*—On the West Shore Railroad, arriving at Buffalo 9.50 A. M., and at Suspension Bridge about 11.00 A. M., thus crossing the Niagara River by daylight; from that point westward on Southern Division of Grand Trunk Railway; from Port Huron, Mich., westward on Chicago & Grand Trunk Railway.

NOTE.—Railway time changes at Port Huron from Eastern standard, or 75th meridian, to Central standard, or 90th meridian—one hour slower.

WEDNESDAY, September 7. *Third Day.*—Arrive in Chicago 8.00 A. M.; transfer by Parmelee's omnibus line from the Dearborn station to the Sherman House, J. Irving Pearce, proprietor.

THURSDAY, September 8. *Fourth Day.*—In Chicago. Omnibus transfer from the Sherman House to station of the Wisconsin Central line, corner of Harrison street and Fifth avenue, and leave Chicago by said line at 5.47 P. M. in Pullman palace sleeping-cars; supper on Wisconsin Central dining-car.

FRIDAY, September 9. *Fifth Day.*—Arrive in St. Paul at 8.40 A. M.; transfer by J. B. Cook & Son's omnibus line from the Union station to the Hotel Ryan, Eugene Mehl, proprietor; carriage ride, with visits to the chief business and residence sections of the city, the Capitol, Summit avenue, the Observatory (midway between St. Paul and Minneapolis, and affording a view of both cities), Fort Snelling, etc.

SATURDAY, September 10. *Sixth Day.*—Omnibus transfer from the Hotel Ryan to the Union station, and leave St. Paul *via* Northern Pacific Railroad at 9.00 A. M.; arrive in Minneapolis at 9.35 A. M.; transfer by Mattison's omnibus line from the Union station to the West Hotel, John T. West, proprietor; carriage ride, with visits to Minnehaha Falls, the finest business and residence sections of the city, the great flour mills (the largest in the world), the bridge below St. Anthony's Falls (affording the best view of the Falls), the Exposition Building, the Suspension Bridge, etc.

SUNDAY, September 11.—*Seventh Day.* In Minneapolis.

MONDAY, September 12. *Eighth Day.*—Omnibus transfer from the West Hotel to the Union station, and leave Minneapolis at 9.35 A. M., *via* Northern Pacific Railroad, in vestibuled Pullman palace sleeping-cars. Dinner and supper in Northern Pacific dining-cars.

NOTE.—Railway time changes at Mandan, N. D., from Central standard, or 90th meridian, to Mountain standard, or 105th meridian—one hour slower.

TUESDAY, September 13. *Ninth Day*.—On Northern Pacific Railroad *en route* through the western section of North Dakota and Montana. Breakfast, dinner, and supper on Northern Pacific dining-car. Arrive at Livingston, Mon., at 8.40 P. M.; the cars will be placed upon a side track and there remain until morning.

WEDNESDAY, September 14. *Tenth Day*.—Leave Livingston, *via* National Park Branch of the Northern Pacific Railroad, 8.15 A. M.; breakfast on Northern Pacific dining-car; arrive at Cinnabar 10.18 A. M.; leave Cinnabar by stage 10.45 A. M.; arrive at Mammoth Hot Springs Hotel 12.45 P. M.

NOTE.—The hotels in the Yellowstone National Park are under the direction of W. G. Johnson as general manager.

THURSDAY, September 15. *Eleventh Day*.—Leave Mammoth Hot Springs by stage at 8.00 A. M. for the tour around the park; arrive at Norris Geyser Basin Hotel 12.00 M.; lunch there; leave Norris Geyser Basin 1.30 P. M.; arrive at Fountain Hotel, Lower Geyser Basin, 5.30 P. M.

FRIDAY, September 16. *Twelfth Day*.—Leave Fountain Hotel 8.00 A. M.; visit Excelsior Geyser, Turquoise Spring, Prismatic Spring, and other objects of interest between the Lower and Upper Geyser Basins; arrive at Upper Geyser Basin Hotel 11.00 A. M.

SATURDAY, September 17. *Thirteenth Day*.—Leave Upper Geyser Basin 8.00 A. M.; arrive at West Bay, or Thumb, of Yellowstone Lake, 11.30 A. M.; lunch there; leave West Bay 2.00 P. M.; arrive at Yellowstone Lake Hotel 5.00 P. M.

SUNDAY, September 18. *Fourteenth Day*.—At Yellowstone Lake.

MONDAY, September 19. *Fifteenth Day*.—Leave Yellowstone Lake Hotel 8.00 A. M.; arrive at Grand Cañon Hotel 12.00 M.

TUESDAY, September 20. *Sixteenth Day*.—At Grand Cañon Hotel. Leave at 10.00 A. M.; arrive at Norris Geyser Basin Hotel 12.00 M.; lunch there; leave Norris Geyser Basin 1.30 P. M.; arrive at Mammoth Hot Springs Hotel 5.30 P. M.

WEDNESDAY, September 21. *Seventeenth Day*.—At Mammoth Hot Springs. Leave Mammoth Hot Springs 4.00 P. M.; arrive at Cinnabar 6.00 P. M.; leave Cinnabar *via* National Park Branch of Northern

Pacific Railroad; supper on Northern Pacific dining-car; arrive at Livingston 8.15 P. M.; leave Livingston 10.10 P. M.

THURSDAY, September 22. *Eighteenth Day.*—On the Northern Pacific Railroad *en route* eastward through Montana and North Dakota. Meals on Northern Pacific dining-car.

FRIDAY, September 23. *Nineteenth Day.*—On the Northern Pacific Railroad *en route* through North Dakota and Minnesota. Breakfast and dinner on dining-car; arrive at St. Paul 12.40; supper at Union station dining-rooms; leave St. Paul, *via* Wisconsin Central line, at 7.15 P. M.

SATURDAY, September 24. *Twentieth Day.*—Breakfast on Wisconsin Central dining-car; arrive in Chicago (Wisconsin Central station, corner Harrison street and Fifthavenue) 9.59 A. M.; transfer by Parmelee's omnibus line to the Dearborn station (Polk and Dearborn streets); dinner at station dining-rooms; leave Chicago, *via* Chicago & Grand Trunk Railway, at 3.00 P. M.; supper on Chicago & Grand Trunk dining-car.

NOTE.—Members of the party who return independently from Chicago will be required to exchange their east-bound passage and sleeping-car coupons at the city ticket office of the Chicago & Grand Trunk Railway, 103 South Clark street, Chicago, E. H. Hughes, agent (to whom all applications in advance for sleeping-berths should be addressed), or at the station ticket office, Polk and Dearborn streets. Persons desirous of availing themselves of the "stop-over" privilege at Niagara Falls should take the "Limited Express," leaving Chicago at 3.00 P. M., and, arriving at Niagara Falls the next morning, await there the arrival of the Atlantic express in the afternoon. Niagara Falls is the only point east of Chicago where "stop-over" privileges are allowed.

SUNDAY, September 25. *Twenty-first Day.*—At the International Hotel, Niagara Falls.

MONDAY, September 26. *Twenty-second Day.*—At the International Hotel, Niagara Falls. Omnibus transfer to the New York Central & Hudson River Railroad station, and leave Niagara Falls, *via* the West Shore line, at 5.08 P. M.; supper at the station dining-rooms, Buffalo.

TUESDAY, September 27. *Twenty-third Day.*—From Rotterdam Junction eastward *via* Fitchburg Railroad (Hoosac Tunnel line); breakfast at station dining-rooms, Athol, Mass.; arrive in Boston (Fitchburg Railroad station, Causeway street) at 9.50 A. M.


Distance Table of the Yellowstone National Park Tour.

	MILES.
From Boston to Rotterdam Junction, N. Y., Fitchburg Railroad.....	212
“ Rotterdam Junction to Suspension Bridge, West Shore Railroad.....	292
“ Suspension Bridge to Port Huron, Mich., Great Western Division of the Grand Trunk Rail- way	180½
“ Port Huron to Chicago, Chicago & Grand Trunk Railway.....	330½
“ Chicago to St. Paul, Wisconsin Central Division of Northern Pacific Railroad.....	462
“ St. Paul to Livingston, Mon., Northern Pacific Railroad.....	1,007
“ Livingston to Cinnabar, Yellowstone Park Branch of Northern Pacific Railroad.....	51
“ Cinnabar to Mammoth Hot Springs, stage.....	7
“ Mammoth Hot Springs to Lower Geyser Basin, stage.....	42
“ Lower Geyser Basin to Upper Geyser Basin, <i>via</i> Fountain Geyser and old road, stage.....	8
“ Upper Geyser Basin <i>via</i> new road to Yellowstone Lake, stage.....	33
“ Yellowstone Lake to Grand Cañon Hotel, stage.....	18
“ Grand Cañon Hotel to Mammoth Hot Springs, stage.....	33
“ Mammoth Hot Springs to Cinnabar, stage.....	7
“ Cinnabar to Livingston, Yellowstone Park Branch of Northern Pacific Railroad.....	51
“ Livingston to St. Paul, Northern Pacific Railroad (main line).....	1,007
“ St. Paul to Chicago, Wisconsin Central line.....	462
“ Chicago to Port Huron, Mich., Chicago & Grand Trunk Railway.....	330½
“ Port Huron, Mich., to Suspension Bridge, Southern Division of Grand Trunk Railway.....	180½
“ Suspension Bridge to Rotterdam Junction, West Shore Railroad.....	292
“ Rotterdam Junction to Boston, Mass.....	212
Total.....	5,218

In the course of the tour the excursion party will pass through parts of the following States: Massachusetts, Vermont, New York, Michigan, Indiana, Illinois, Wisconsin, Minnesota, North Dakota, Montana, and Wyoming (11), and also the Province of Ontario in Canada.

Tickets for this excursion must be taken on or before Thursday, September 1, four days previous to the date of departure.

W. RAYMOND.
I. A. WHITCOMB.

 Tickets for the excursion, additional copies of this circular, and all needed information can be obtained of

RAYMOND & WHITCOMB, 296 Washington Street (opposite School Street), Boston, Mass.

SEASON OF 1892.

GRAND EXCURSION OF SIXTY-ONE DAYS,
INCLUDING A VISIT TO THE
YELLOWSTONE * NATIONAL * PARK,
WITH AN ADDED TOUR
ACROSS THE CONTINENT
AND TO THE
SCENIC POINTS OF THE PACIFIC NORTHWEST AND CALIFORNIA.

A Week in Wonderland, Incidental Visits to the Chief Cities of Washington, Oregon, and British Columbia, the Cascade Mountains, Puget Sound Country, Mount Shasta Region, Sacramento Valley, San Francisco, Monterey, Santa Cruz, San Jose, Mount Hamilton, Santa Barbara, Los Angeles, San Gabriel, Pasadena, Redondo Beach, San Diego, Coronado Beach, Riverside, Las Vegas Hot Springs, Chicago, Niagara Falls, etc.

Date of Leaving Boston, Monday, September 5.

The Sojourn in California to be Extended at Pleasure.

PRICE OF TICKETS (ALL TRAVELING EXPENSES INCLUDED), - \$525.00.

RAYMOND & WHITCOMB,

296 Washington Street (opposite School Street), Boston, Mass.

THE YELLOWSTONE NATIONAL PARK

AND

THE PACIFIC COAST.

September 5 to November 4.

IN conjunction with our September trip to the Yellowstone National Park, there will be a tour of the same scope and extent through those wonderful regions, and a farther excursion to the most picturesque sections of the Pacific Northwest and California. The entire length of two of the longest transcontinental railways will be traversed—the Northern Pacific, which lies along the northern frontier of our country, and the Atchison, Topeka & Santa Fe, which extends through the southern border-land; while the intermediate journeys on the Pacific Coast lie over another great railway line—the Southern Pacific Company's—for over 1,500 miles. Our journey along the Pacific Coast includes the great stretch of country lying between Victoria, the capital of British Columbia, and San Diego, which is situated on the extreme southern border line of California. The route of the excursion combines in its constant succession of grand features the most diversified and picturesque scenery upon the continent.

The western journey will be broken in several pleasant places, and there will be short but restful sojourns at cities on the way. A week will be passed in the Yellowstone National Park, a region full of natural wonders, of which explorers and travelers

have told us something, but which nevertheless demand a personal inspection to aid the mind in comprehending the marvels the best writers can but feebly describe. This period is longer than is usually taken by tourists in making a round of the park; and the possibilities thus afforded, both in the way of sight-seeing and in an easy and restful journey, will be appreciated. The farther trip westward over the Northern Pacific Railway discloses the grand scenery of the Rocky Mountains, Lake Pend d'Oreille, and the Cascade Mountains. There will be an excursion on Puget Sound, with visits to Victoria, the capital of British Columbia, Seattle, and Tacoma. An inspection of Portland and a steamer trip on the Columbia River will be other features of interest before the party will turn southward towards California. The journey from Portland to San Francisco will be made by the magnificent overland route, which brings into view the beautiful mountain scenery of Southern Oregon and Northern California. Near the headwaters of the Sacramento is glorious Mount Shasta, one of the grandest mountain forms on the American continent. The time to be passed in San Francisco will be sufficient to afford the tourist a leisurely inspection of that interesting city and its picturesque surroundings. There will be side trips to San Rafael, San Jose, Mount Hamilton, Santa Cruz, and the beautiful Hotel del Monte at Monterey, and a later journey to Southern California, with ample time for visits to the Yosemite Valley and the Mariposa Grove of Big Trees. This trip is easily made in a side excursion from Berenda *via* Raymond. From all points in Central and Southern California the return tickets are good for six months, so that persons can prolong their stay through the winter at their own option. Santa Barbara, Los Angeles, San Gabriel, Pasadena, San Diego, Coronado Beach, and Riverside are the places in Southern California to which special visits are to be made either with the party or on any subsequent dates that may suit individual preferences. The homeward route will

be over the Atchison, Topeka & Santa Fe line, which extends through Arizona and New Mexico, Colorado and Kansas. From Kansas City, Mo., we journey over the Chicago, Rock Island & Pacific Railway to Chicago, and thence *via* the Chicago & Grand Trunk and its eastern connections, paying a visit of inspection to Niagara Falls on the way.

From Boston to Chicago.

The party will leave Boston *via* the Hoosac Tunnel line, Monday, September 5, at 4.00 P. M. The West Shore Railroad will be traversed from Rotterdam Junction to Suspension Bridge, and the Southern Division of the Grand Trunk and the Chicago & Grand Trunk lines from that point westward to Chicago. The St. Clair River will be crossed by means of the new tunnel. The party will reach Chicago Wednesday morning, and there will be a transfer to the Sherman House, where there will be a sojourn until Thursday afternoon.

From Chicago to St. Paul and Minneapolis.

Leaving Chicago Thursday afternoon by the Wisconsin Central line, we shall proceed to St. Paul, arriving in that city Friday morning. The Hotel Ryan will be made our abiding place until Saturday morning, and there will be a carriage ride Friday afternoon, with visits to Summit avenue, Fort Snelling, etc. Saturday morning there will be a short railway ride from St. Paul to Minneapolis, and the West Hotel, in the latter city, will be our place of sojourn over Sunday. There will be a carriage ride Saturday afternoon about Minneapolis and its charming suburbs.

Westward on the Northern Pacific Railroad.

Leaving Minneapolis Monday morning, we enter upon our long and delightful journey over the Northern Pacific Railroad westward. We are to traverse in two

nearly equal stages the entire length of this great railway line, which stretches along our northern border from the Mississippi and the Great Lakes to Puget Sound, through those coming empires, North Dakota, Montana, Idaho, and Washington. The first day's ride takes us through Minnesota and the great wheat belt of North Dakota. Wednesday's journey lies through the Bad Lands of North Dakota and the Yellowstone Valley in Montana, Livingston being reached at night.

Tour through the Yellowstone National Park.

As the tour through the Yellowstone National Park has been described in the preceding pages, we shall merely give an outline of the same in this place. The party will leave Livingston Wednesday morning, September 14, and proceed by rail to Cinnabar and thence by stage to Mammoth Hot Springs, where we will remain until the following morning, when we set out on our interesting stage journey to the famous park resorts. As this round is to be made in a leisurely way, with ample time at all the principal points for sight-seeing rambles, it cannot fail to be a source of unceasing interest and enjoyment.

The first day's journey is from Mammoth Hot Springs to the Fountain Hotel, in the Lower Geyser Basin, *via* Norris Geyser Basin, where the party will halt for lunch. In the forenoon's ride we pass through Golden Gate, and by Obsidian Cliff, Beaver Lake, Roaring Mountain, and other points of interest. In the afternoon we ride through the Norris Basin and near the principal geysers of this district, the Gibbon Cañon, and by Gibbon Falls.

Friday will be devoted to the marvels of the Lower, Midway, and Upper Geyser Basins, with the greater part of the day available for explorations among the great geysers of the Upper Basin, many of which are situated near the hotel.

Saturday the party will proceed from the Upper Geyser Basin to Yellowstone Lake,

a halt being made at West Bay, or the Thumb, for lunch. There will be ample time at this place to view the geysers, hot springs, "paint pots," etc. Sunday will be passed at the hotel near the outlet of the lake, one of the most beautiful spots within the park.

Monday morning the party will continue its journey down the Yellowstone Valley to the Grand Cañon Hotel, where the greater part of the day and the next morning will be available for visits to the falls, Lookout Point, Inspiration Point, etc.

Tuesday there will be a journey from the Cañon Hotel to Mammoth Hot Springs *via* Norris Geyser Basin, and at the large and comfortable Mammoth Hot Springs Hotel the travelers will rest until Wednesday afternoon before resuming their railway journey westward.

From the National Park Westward.

After the tour through the Yellowstone National Park, the party will leave Mammoth Hot Springs on the afternoon of Wednesday, September 21, returning to Cinnabar by stage, and from that place to Livingston by rail. At the latter point we resume our western journey on the main line of the Northern Pacific Railroad. Climbing the picturesque Belt Mountains, we go through a tunnel 3,500 feet in length, at an elevation of 5,572 feet, and upon the west side of the range come to Bozeman, one of Montana's most flourishing cities. Ninety-eight miles west of Bozeman is Helena, the capital of the State and a city of nearly 20,000 inhabitants. Not far west of Helena we begin the ascent of the main range of the Rocky Mountains, and twenty-one miles distant from that city pass through the Mullan Tunnel, at an elevation of 5,548 feet above the sea, emerging upon the Pacific slope. The region lying west of the mountains and south of the railroad is very rich in minerals, and there are many

productive gold mines in the tributary country. We descend Hell Gate River to Missoula, and at no great distance west of that place the road crosses several deep defiles. One of these, Marent Gulch, is crossed by a trestle bridge 866 feet long and 226 feet high. Surmounting the Bitter Root Mountains, we leave the State of Montana and enter the new State of Idaho. Idaho comprises 86,294 square miles, and its population is nearly 50,000, exclusive of 5,000 Indians. The road follows down Clark's Fork, a swift and turbulent stream, for a considerable distance, passing through a number of bold rock gorges, where road building was both difficult and costly. Turning northwest, the road rounds the lovely Lake Pend d'Oreille. This is a beautiful sheet of water amid the mountains. The railroad traverses only a narrow strip of Idaho, the distance from the eastern to the western border being about seventy-eight miles only. Entering Washington, we traverse a broad plain, and nineteen miles west of the State line reach Spokane Falls, one of the oldest as well as one of the most flourishing inland cities of the Pacific Northwest. The falls themselves are in the city, and furnish water power for flouring mills and other extensive manufacturing interests.

The Cascade Division of the Northern Pacific Railroad.

The Cascade Mountains divide the State of Washington into two unequal divisions, about two-thirds of its area of 69,994 square miles being upon the east side of the range. Washington and Oregon are practically alike, and the great Columbia River basin embraces a part of both. Within the limits of this section, which may be roughly estimated as being 150 miles wide and nearly 500 miles long, there are a score of valleys, some of which are larger than certain European principalities. The conditions are, in a large part of the tract, excellent for cereal crops, and wheat is a leading

product. The Cascade Division of the Northern Pacific Railroad leaves the old line at Pasco, three miles from Ainsworth, and opens more direct communication with the tide waters of the Pacific Ocean, and also establishes a through line over the company's own roadway.

At an elevation of 2,809 feet we pass through the Stampede Tunnel, which has an extent of 9,850 feet, and is lighted by electricity. In the descent on the west slopes the views down into the ravines and across to the summits of the mountains are varied and grand. The great snow-covered dome of Mount Tacoma (elevation 14,444 feet) is the dominant feature, and there are many glorious glimpses of this beautiful mountain form. The Green River, a pure mountain stream, with here and there in its lower reaches deep, green pools, is followed for a considerable distance down the west side, and later the more peaceful Puyallup is reached. The road runs in proximity to the great coal fields on both sides of the mountains, and also through the great hop-growing district of Washington.

Puget Sound.

We shall spend several days upon and near Puget Sound, sailing through its entire extent and visiting its important ports. The sound has an area of 2,000 square miles, with an irregular shore line of 1,800 miles. The shores are generally densely wooded with gigantic fir trees, and at several points are immense saw mills. There are many islands, and for the most part they are covered with timber like the mainland. There is deep water everywhere, and at hundreds of places large ships could be loaded directly from the shore if necessary. The lumber and coal trade of the sound is very great and constantly increasing. The shores are in many places abrupt, and high mountains seem to environ this beautiful body of water.

Seattle.

We first visit Seattle, which is situated on the east coast of Eliot Bay. A terrible conflagration destroyed nearly the entire business section of the place June 6, 1889; but the new Seattle is more substantial and handsomer than the old, and in many ways a gratifying indication of the pluck, energy, and business enterprise of her citizens. With a population of 43,914, according to the last census, an increase of 39,381 in ten years, the city has assumed a foremost place among the busy marts of the Pacific Northwest. During our stay in Seattle The Rainier will be our headquarters.

Port Townsend.

We shall leave Seattle by steamer for Victoria early Saturday afternoon, going *via* Port Townsend. This latter city stands at the head of the Strait of Juan de Fuca, and is the chief American town on the west side of the sound. It is beautifully situated upon a series of bluffs and commands a noble outlook upon the mountains. It has commercial advantages which are being rapidly developed.

Victoria, the Capital of British Columbia.

We shall reach Victoria in the afternoon, and the famous Driard House will be our resting-place through Sunday. The city presents many interesting features to the stranger, and the walks and drives in the vicinity are charming. The government buildings, which are in the Swiss style, are across St. James' Bay. The English government has a well-equipped naval station at Esquimalt. There is a populous "Chinatown" within the city, and a reservation of the Songhish Indians just across the inner harbor.

Tacoma.

We shall return up the sound by steamer, and pass Monday at Tacoma, a stirring American city, which has grown from a population of 1,098 in 1880 to 35,858 in 1890. The Tacoma, a large first-class hotel, will be our headquarters here. Like Seattle, Tacoma looks out upon the waters of the sound and the mountains, the dominating feature of the view being Mount Tacoma. The streets are lined with commodious and stately business blocks, and the wharves with ships and steamers from all climes.

Portland, Oregon.

After viewing the chief cities of Washington we shall visit Oregon, journeying by the Northern Pacific Railroad from Tacoma to Portland.

Portland is the northwestern metropolis, and it is enjoying a steady and substantial growth. It has recently absorbed some of the neighboring municipalities, and at present includes a population of nearly 75,000. The business thoroughfares are lined with fine edifices, and some of the residences on the upper streets are very tasteful, as well as elegant and costly. The Chinese form a large element in the population, and have numerous shops on Second street. From the slopes in rear of the city there are superb views of the Willamette Valley and of the two beautiful mountains, Mount Hood and Mount St. Helen's. During our visit the new and magnificent hotel, The Portland, will be made our headquarters. This establishment has been erected by a company of citizens at a cost of about \$750,000, and is one of the finest hotels on the Pacific Coast. It occupies a whole square in one of the pleasantest and healthiest sections of the city, and has been furnished in a lavish manner. Its manager is Mr. Charles E. Leland, a member of a famous hotel-keeping family, and personally popular

through his connection with well-known Eastern hotels. A carriage ride will aid the visitors in gaining a comprehensive idea of the handsome city.

The Columbia River.

We shall leave Portland Wednesday evening and ascend the shores of the Columbia River by railway as far as Dalles City. Here we shall pass the night, sleeping on our Pullman train, and the succeeding day, Thursday, September 29, will be devoted to the steamer trip back to Portland. The scenery upon the Columbia is unlike anything seen in our previous travels. It is unique and picturesque, often sublime. The great river breaks through the gigantic barrier of the Cascade Mountains, and for fifty miles is guarded by huge walls of rock or lonely, forest-clad slopes. There are few settlements, and the beholder looks upon Nature in her wildest and grandest aspects. There are many fine views of Mount Hood to be had from the steamer. As the river at the cascades is unnavigable, there is a transfer by a narrow-gauge railway; and at a landing six miles below the point of departure we take a second steamer. The scenery on the lower river is grandly picturesque. Castle Rock, the Pillars of Hercules, and Rooster Rock are strange rock forms near the shore.

Cape Horn is a tongue of forest-clad mountain that projects into the river from the north bank, and forms, just above it, a picturesque little bay. On the Oregon shore are several cascades which almost rival in loftiness those in the Yosemite Valley. Multnomah Fall makes two great plunges before it reaches the river, 800 feet in all; and Oneonta is another beautiful fall nearly as high. Latourelle and Bridal Veil are the names of two others. Flashes of foam, high amid the trees of the mountain-side, mark the presence of many unnamed and unvisited cascades. Vancouver, a handsome town, occupying the site of old Fort Vancouver, and still an important military post, is passed a few miles above the junction of the Columbia and the Willamette. On

the Willamette River, three miles from its mouth and nine miles below Portland, there is a glorious mountain view, five giant peaks being seen at once. Fifty miles east is the beautiful white cone of Mount Hood, 11,025 feet high, one of the most stately and impressive peaks in America; sixty miles northeasterly, Mount St. Helen's, 9,750 feet high; seventy-five miles distant, and a little farther eastward, Mount Adams, 9,700 feet; seventy-five miles southeasterly, and peering over the low ranges, Mount Jefferson, 9,000 feet; and one hundred miles north, with its superior height dwarfed by the distance, Mount Tacoma, 14,444 feet above the sea.

From Portland to San Francisco.

Returning to Portland late Thursday afternoon, we shall dine at The Portland, and at 7.00 the same evening take the cars on the Southern Pacific Company's Mount Shasta route for San Francisco. We first ascend the broad and fruitful Willamette Valley, passing through Oregon City, Salem, Albany, and other towns of importance. At Oregon City the falls of the Willamette are seen. Salem is the capital of the State. Crossing from the Willamette Valley to that of the Rogue River, the road ascends the latter through several pretty towns, and not far beyond Ashland reaches the great wall of the Siskiyou Mountains. There are two long tunnels through which the railroad runs. The old stage road passed over the mountains at an elevation of 4,300 feet. The California State line is crossed not far from Cole's, which was formerly a famous stage station. The road descends to the Klamath Valley, and at many points the outlook is grand in the extreme. The gigantic snow-covered mass of Mount Shasta stands out boldly in the northern approach, especially when seen from the Shasta Valley or from Strawberry Valley. Mount Pitt (9,500 feet), Goose Nest (8,500 feet), Muir's Peak, or Black Butte (6,150 feet high), and the Scott Mountains (9,000 feet), as well as the Siskiyou range, through which we have passed (from 6,000 to 8,000 feet),

are also prominent objects ; but the magnificent presence of Shasta dwarfs them all. For many hours the train is near this lofty peak, passing, in fact, upon three sides of the mountain. Viewed from the north, it appears to rise almost from a level plain ; and at Sisson's, where the traveler is only eight miles distant, the mountain also assumes gigantic proportions. There are two summits, one of which is 14,442 feet, and the other 12,940 feet high. At Acme the railroad has an elevation of 3,902 feet. The scenery along the upper Sacramento is very picturesque. There are numerous cascades amid the forest-clad slopes, and looking backward many grand glimpses are caught of the noble mountain peak. Mossbrae Falls are among the prettiest of the cascades bordering the Sacramento. The Klamath, the second largest river in California, was crossed not far south of the Oregon line ; and the Pitt River empties into the Sacramento near Redding. Descending the broadening valley of the Sacramento, the road passes through a dozen or more large towns, including Red Bluff, Tehama, Chico, and Marysville before it joins the Southern Pacific Company's main line near Sacramento. The route takes the traveler thence through Sacramento, Elmira, Suisun, and Benecia, across the Straits of Carquinez on the huge ferry-boat "Solano," from Port Costa along the shores of the bay to Oakland, and then by a steam ferry across the water to his destination.

The Palace Hotel.

The gigantic and magnificent Palace Hotel will be our headquarters during the stay in San Francisco. This is not only one of the largest hotels in the world, but one of the costliest and most elegant in its interior finish. In one edifice it covers the block bounded by New Montgomery, Market, Annie, and Jessie streets, occupying an area of 96,250 feet ; and the distance around its outer wall is exactly one-quarter of a mile. In addition, the Grand Hotel, on the opposite corner of Market and New Montgomery

streets, has been absorbed in this colossal hostelry. Compared even with the largest hotels in Eastern cities, The Palace seems of vast proportions. There is a promenade on the roof of a third of a mile. The visitor is first ushered into the grand central court. This is a noble inclosure, 144 by eighty-four feet, seven stories high, and roofed with glass, into which carriages are driven. Ornamental balconies run around the four sides at each floor, and choice tropical plants relieve the glaring white of the great fabric. About the ground promenade are grouped the office, reception parlors, reading-rooms, breakfast and dining-rooms, etc., with spacious communicating hallways; the chief parlors being upon the second floor. The rooms are very large, and all of them are handsomely furnished. The building having cost six millions of dollars, another half million was expended for furniture and carpets, and recently one hundred thousand dollars have been put out in alterations and improvements. The lowest story has a height of over twenty-seven feet, and the topmost sixteen. The hotel is under the management of Mr. S. Percy Smith.

San Francisco.

The metropolis of the Pacific Coast is a handsome city, and naturally of a cosmopolitan character. In some particulars, and notably in its street-car service, which consists mainly of "cable roads," it is in advance of the older cities of the country, while the beautiful Golden Gate Park is deservedly an object of pride to the citizens. The greatest curiosity in the city is the Chinese quarter, a rectangular block, seven squares in length by three and four in breadth. It is near the business centre, and only a few blocks away from the palaces of the railway millionaires. The houses are nearly all tall, decayed buildings, swarming with tenants. The blocks are cut up into sections by narrow alleys, and filled with squalid, underground dens, and attics whose

overhanging dormer windows shut out all but a slender patch of sky. The cellars are occupied by shops, factories, or opium dens. The main streets are lined by the stores of the large Chinese merchants. You find yourself in a populous corner of China. Even the fronts of the houses have assumed a Celestial aspect, not only in the signs and placards at the windows and shop-fronts, but in the altered architecture and decorations. An interesting experience is to spend a half-hour in watching the performances at a Chinese theatre, and listening to the ear-piercing, mournful music, and then adjourn to a neighboring restaurant, drink genuine Chinese tea in Celestial style, and taste the cakes, preserved watermelon, and sweetmeats. In all the stores and other portions of the Chinese quarter Eastern visitors are received with the greatest courtesy. The members of the party will have a carriage ride to Golden Gate Park, the Cliff House, etc.

Santa Cruz.

After a sojourn of several days in San Francisco, the party will make an excursion to Santa Cruz, Monterey, and San Jose. Santa Cruz will first be visited. Taking the Alameda ferry at the foot of Market street, we shall proceed over the Southern Pacific Company's narrow-gauge railway to that city, passing through Santa Clara, San Jose, Los Gatos, and the celebrated grove of big trees near Santa Cruz. This route is bordered by characteristic California valley and mountain scenery of surpassing beauty. The "Big Trees" form a grove of considerable extent, and the road runs within a few rods of the largest of them. They are gigantic redwoods, and in some cases actually rival, both in girth and height, the famous *Sequoia Gigantea* of the Mariposa forests. The Pope House or the Pacific Ocean House will be made a sojourning-place until the succeeding day. One feature of the stay will be a carriage ride along the romantic cliffs and to other points of interest.

Monterey and the Elegant Hotel del Monte.

Leaving Santa Cruz, we shall proceed by the way of Pajaro to Monterey, arriving at the famous Hotel del Monte in the early evening. Five days are assigned to this beautiful resort, and the sojourn here is sure to prove one of the most delightful features of the whole trip. The Hotel del Monte is situated in a picturesque grove of ancient trees, and nature has supplemented art in providing every appointment and surrounding that contributes to the health, comfort, and pleasure of the guest. A great expanse of grove and garden, considerably over 100 acres in extent, has been beautified in every fascinating way known to the art of the landscape gardener; and the visitor may wander for hours amid flowers and under the green mantling of nature's choicest foliage. A little walk farther brings one to the matchless beach and the great bathing-house, where the sea-water, tempered by artificial heat to a comfortable degree, is introduced into vast swimming tanks, forming a paradise for the bather. Outward, the eye gazes upon a bay of matchless beauty, bordered by sloping hills of green, with far-away mountains.

The hotel is a model of elegance, comfort, and neatness. Everything is scrupulously clean, as if the house were opened yesterday. The new hotel is much larger than the old one, and there was no money spared in making it complete to the minutest detail. The public rooms, comprising the dining-room, parlors, ball-room, etc., are large and airy, and the roomy verandas are also of wide extent. The guest-rooms are likewise commodious and finely appointed. The house has less an air of the American watering place hotel than travelers encounter at large caravansaries in general, and one might almost imagine that he is a guest at some palatial English home, with its surroundings of park and flowers. There are, nevertheless, 430 rooms in this grand estab-

lishment, and the dining-room will seat 500 persons with comfort. The Hotel del Monte is under the experienced management of Mr. Geo. Schönewald.

A mile away is the old historic town of Monterey, the first capital of California, and still containing many relics of Spanish, Mexican, and early American occupation. Four miles distant, and reached either by railway or carriage road, is Pacific Grove, and below that point lie Moss Beach, Cypress Point, Pebble Beach, and other delightful bits of shore scenery. Good roads abound, and a splendidly equipped stable is among the appointments of the hotel. The famous "eighteen-mile drive" includes the places we have mentioned and other picturesque points. Carmel Mission, established by Father Junipero Serra in 1770 and the second oldest of the Franciscan religious stations established in California, is about eight miles from the Hotel del Monte. As the tickets returning from California eastward are good for six months, persons will be able to prolong their stay at Monterey, if they desire, without sacrificing any part of the same.

San Jose and Mount Hamilton.

Returning from Monterey by the Southern Pacific Company's road on Wednesday, a visit will be paid to the handsome and flourishing city of San Jose. The Hotel Vendome will be made the headquarters of the party. Thursday will be devoted to an excursion by stage to the Lick Observatory, on the summit of Mount Hamilton, and return. The trip will be made in the roomy and comfortable vehicles owned by the Mount Hamilton Stage Company. The stage road is one of the most remarkable in America. The elevation of the observatory is 4,209 feet, and San Jose stands eighty feet above the sea-level. The air-line distance between the two points is only thirteen miles, but the road is twenty-six miles in length. The gradient is in all places kept less than six and a half feet in the hundred

(343 feet to the mile), this being maintained through a series of turns no less than 367 in number. The observatory, which was founded by Mr. Lick, was erected and fitted up at an expense of nearly \$1,000,000. It is one of the most complete in the world, and contains, with other treasures of science, the world's greatest telescope. The remains of the princely donor rest in the foundation pier of this great instrument. The observatory is under the direction of Professor Edward S. Holden, as President of the University of California.

Friday afternoon, October 14, the party will proceed from San Jose by the Southern Pacific Company's line, *via* Niles, to Oakland Pier, where Pullman cars will be taken for the southern section of the State.

Southern California.

Leaving Oakland on the Southern Pacific Company's main line of railway, in Pullman palace cars, we retrace our way as far as Port Costa, and then turn southward *via* Tracy, Lathrop, etc. The route takes us the whole length of the San Joaquin Valley, the counterpart and southerly extension of the Sacramento Valley, through which we have entered the State. At a distance of 352 miles from San Francisco and 130 miles from Los Angeles, the famous Loop of Tehachapi is reached. At this point, the railroad, in making its way over the mountains, actually crosses its own line.

The Yosemite Valley passengers leave the direct southern route at Berenda, 178 miles from San Francisco, going thence over a branch railway line to Raymond, and from the latter place by stage *via* Grant's White Sulphur Springs and the Wahwonah Hotel (formerly Clarke's, or Big Tree station) to the valley.

In Southern California there are practically but two seasons—spring and summer. There is a remarkable equability in the temperature, the Kurosiwo, or Japan current of the Pacific Ocean, tending to cool the shores of California in the summer months,

and to exert a warming influence in winter. There have arisen in various places—notably at Pasadena, Santa Barbara, and Coronado Beach, near San Diego—large hotels of the best class, and the demands of Eastern tourists who are annually flocking to the Pacific Coast in great numbers are now fully met.

Santa Barbara.

We shall diverge from the direct southern line at Saugus, in order to visit Santa Barbara, one of the oldest and best known health and pleasure resorts on the Pacific Coast. This town, or city, rather, is beautifully situated on the lower slopes of the Santa Ynez Mountains, with a magnificent beach for its ocean front. The best preserved of the old mission churches (established Dec. 4, 1786) is a picturesque feature. The party will make its headquarters at The Arlington, of which Mr. C. C. Wheeler is manager.

Los Angeles.

On leaving Santa Barbara we shall proceed to Los Angeles. This is the metropolis of Southern California, and a handsome city, which has more than quadrupled its population within the past few years. It is in the centre of a region abounding in vineyards and orange groves, and the city itself is richly adorned with gardens. There is much in Los Angeles and its neighborhood to see besides the busy streets of the city itself, which illustrates significantly the remarkable growth and progress of this favored section.

Pasadena.

Pasadena will be inspected in the course of a carriage ride, which will take in all the principal points of that city of groves and gardens. The Raymond, which occupies a

noble site in East Pasadena, will not be opened until the middle of December, and consequently we shall be unable to include it in our regular round of stopping-places. As the return tickets are good for use at any time and upon any train within six months, it is anticipated that many of the members of the party will desire to remain in California for a longer period than the itinerary contemplates, in which case a more intimate knowledge of The Raymond and its many delightful features may be gained. In the course of the carriage ride we shall pay a visit to the Raymond Hill, so as to obtain the incomparable view.

San Diego and the New Hotel del Coronado.

San Diego county, with its 14,969 square miles, a larger area than any of the New England States except Maine, and nearly twice the size of Massachusetts, is the southernmost county of California, and adjoins Mexico. The city of San Diego, situated upon its southern seacoast and only a few miles from the national boundary line, is the oldest of the California mission towns, the first of the mission churches having been planted there in 1769; but, like Los Angeles, it owes its present importance to recent growth. The development of this region has followed the building of the California Southern Railroad, which forms a part of the Santa Fe system. Three years since, a magnificent establishment for the entertainment of tourists, the Hotel del Coronado, which fronts the ocean across San Diego Bay, was thrown open. The party will remain at this hotel from Saturday until Tuesday. The building of this mammoth hotel marks a new era for this section, since it provides the tourist with new comforts and luxuries. The house is under the management of Mr. E. S. Babcock, to whose sagacity, energy, and enterprise, chiefly, Coronado Beach owes its wonderful progress.

Riverside.

On leaving San Diego we shall proceed by the way of Orange to Riverside, one of the most beautiful towns in Southern California, and the centre of the orange culture of San Bernardino county. Magnolia avenue, with its double driveways, and its borders of villas, gardens, and orange groves for miles of its extent, is one of the most beautiful thoroughfares in America. During our visit we shall sojourn at the leading hotel, The Glenwood.

The Homeward Journey.

Leaving Riverside early Thursday afternoon, October 27, the party will proceed first to San Bernardino, and thence eastward over the main railway line. The route lies over the Southern California and the Atlantic & Pacific Railroads, which form important links in the Santa Fe system, and later over the main line of railway belonging to this company. This will take the tourist through interesting parts of Southern California, Arizona, New Mexico, Colorado, and Kansas. As already explained, the excursion tickets are good to return on subsequent dates. There will be a later returning party under special escort, and the tickets are also valid on any train. After crossing the San Bernardino Mountains by the Cajon Pass, the road traverses the easterly part of the Mojave Desert. The Colorado River is crossed at the Needles, and the traveler passes from California into the Territory of Arizona.

Arizona comprises 113,916 square miles, and is three times the size of the great State of New York. The Atlantic & Pacific Railroad, over which we pass, crosses an interesting section of the Territory, and one which contains many evidences, in the form of ruined cities, of an ancient civilization. There are groups of both cliff dwellings and cave dwellings at no great distance from Flagstaff, and there are also several remarkable Indian villages, or *pueblos*, near the line. The road passes through one of

these quaint towns—that of Laguna. The San Francisco Mountains, situated near Flagstaff, are very picturesque, and about sixty-five miles distant is the deepest part of the Grand Cañon of the Colorado. At Peach Springs, 122 miles west of Flagstaff, we are still nearer another section of the Grand Cañon, or within twenty-three miles. Thirty-two miles east of Flagstaff the road crosses the Cañon Diablo, an immense zigzag, yawning chasm in the white and yellow magnesium limestone. The bridge is 541 feet long and 222¼ feet high. The famous petrified forests of Arizona are east of Holbrook, and about ten miles from the railroad. The eastern terminus of the Atlantic & Pacific Railroad is at Albuquerque, N. M., but the train continues without change. The line between Arizona and New Mexico is crossed between the stations of Allantown and Manuelito, about 180 miles west of Albuquerque, and the continental divide (elevation 7,257 feet) just east of Coolidge, 130 miles from the same city. The Rio Grande is crossed near Isleta, thirteen miles below Albuquerque. On reaching the main line of the Atchison, Topeka & Santa Fe Railroad we ascend the valley of the Rio Grande for about fifty miles. The road then passes over the mountains in an easterly direction.

Las Vegas Hot Springs.

The Hot Springs of Las Vegas, where we shall remain through Saturday and Sunday, are situated six miles from the town of the same name, and are reached by a branch line of railway. The springs are renowned for their medicinal qualities, and the baths are largely patronized. The springs are found upon the banks of the Rio Gallinas, which flows down through a picturesque cañon from the Spanish range of the Rocky Mountains. A commanding elevation, that rises above the plateau where the springs are situated, has been selected as the site of the new and handsome hotel, The Montezuma.

From Las Vegas Eastward.

Returning from the springs to Las Vegas, we resume our journey over the main line of the Atchison, Topeka & Santa Fe Railroad. The Raton Mountains, which form a lateral spur of the Rockies and separate New Mexico from Colorado, are crossed at an elevation of 7,622 feet, 113 miles from Las Vegas. We traverse Colorado for 181 miles, and then enter Kansas, which we cross from west to east, a distance of 486 miles.

Kansas City, where we make a brief halt before proceeding over the Chicago, Rock Island & Pacific Railway, is one of the busiest and most thriving cities of the West and one of the most important railway centres in the country.

Journeying over the Southwestern Division of the Chicago, Rock Island & Pacific Railway, we proceed through portions of Missouri, Iowa, and Illinois, and reach Chicago Wednesday morning, November 2. We shall remain in this city until afternoon, taking breakfast and dinner at the Sherman House, and at 3.00 P. M. take a train at the Dearborn station on the Chicago & Grand Trunk Railway, over which we continue our journey eastward. From Port Huron to Suspension Bridge our route lies over the Great Western Division of the Grand Trunk Railway.

Niagara Falls.

The party will arrive at Niagara Falls shortly after 8.00 A. M. (Eastern standard time), Thursday, and will proceed to the Spencer House, where breakfast and dinner will be had. The stay here will be sufficiently long to permit the visitor to make a round of all the chief points of interest. The cars will depart in the afternoon at 5.08 from the station of the New York Central Railroad, and the homeward route is

over the West Shore and Fitchburg Railroads. Boston will be reached Friday, November 4, at 9.50 A. M.

Cost of the Tour.

The price of tickets for the excursion, as described in the foregoing pages, will be FIVE HUNDRED AND TWENTY-FIVE DOLLARS. This sum will cover first-class travel over all railway routes going and returning, with double berth in Pullman or Wagner sleeping-cars; fares on all steamer and stage lines; hotel accommodations according to the itinerary, for the period of the regular tour (sixty-one days), with sojourns at Chicago, St. Paul, Minneapolis, Mammoth Hot Springs, the Cañon of the Yellowstone, Yellowstone Lake, Upper Geyser Basin, Lower Geyser Basin, Seattle, Victoria, B. C., Tacoma, Portland, Or., San Francisco, Santa Cruz, Monterey, San Jose, Santa Barbara, Los Angeles, Coronado Beach, Riverside, and Las Vegas Hot Springs; meals while traveling in dining-cars, on steamers, and at hotels or dining stations *en route*; omnibus or carriage transfers from railway stations to hotels, and *vice versa*, or from one station to another, wherever needed (in Chicago, St. Paul, Minneapolis, Seattle, Victoria, Tacoma, Portland, San Francisco, Santa Cruz, San Jose, Santa Barbara, Los Angeles, San Diego, and Riverside); special carriage rides in Victoria, Portland, San Francisco, Santa Cruz, Santa Barbara, and Pasadena; the stage excursion from San Jose to Mount Hamilton and return; all expenses for transportation, transfer, and care of baggage (to the extent of 150 pounds for each full ticket, and seventy-five pounds for each child's ticket, all excess of said amounts being liable to extra charge at customary rates); and services of the conductors—in short, EVERY NEEDED EXPENSE of the entire round trip from Boston back to Boston.

Price of tickets for the Yosemite trip, THIRTY-FIVE DOLLARS, in addition to cost of ticket for the regular excursion. (See pages following itinerary.)

The cost of an extra double berth (giving an entire section to one person) from Boston to San Francisco is \$28; drawing-room for one occupant, \$76; drawing-room for two occupants, \$48 — \$24 for each passenger; drawing-room for three occupants, entire extra charge, \$20. The side trip from Dalles City to Portland, with sleeping-car accommodations for one night, is included in these rates.

The charges for extra sleeping-car accommodations between San Francisco and Santa Barbara are as follows: Extra double berth, \$2.50; drawing-room for one occupant, \$6.50; drawing-room for two occupants, \$4, or \$2 each; drawing-room for three occupants, entire extra charge, \$1.50.

The cost of an extra double berth for the journey between Los Angeles, or San Bernardino, and Boston, is \$21. Drawing-room for one occupant, \$58; for two occupants, \$37 — \$18.50 for each passenger; for three occupants, entire extra charge, \$16.

ITINERARY.

MONDAY, September 5. *First Day.*—Leave Boston from the station of the Fitchburg Railroad, Causeway street, at 4.00 P. M., and proceed westward, *via* the Hoosac Tunnel line, in a train of magnificent vestibuled palace cars. On arrival at the station members of the party should check their baggage to Chicago. The checks will be taken up by the baggage master of the party, who will attend to the delivery, collection, and transportation of the baggage during the trip. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Supper at station dining-rooms, Athol, Mass. From Rotterdam Junction, N. Y., westward on West Shore Railroad.

TUESDAY, September 6. *Second Day.*—Arrive at Buffalo 9.50 A. M.; leave Buffalo 10.00 A. M.; from Suspension Bridge westward *via* Southern Division of Grand Trunk Railway; from Port Huron westward *via* Chicago & Grand Trunk Railway.

NOTE.—Railway time changes at Port Huron from Eastern standard, or 75th meridian, to Central standard, or 90th meridian — one hour slower.

WEDNESDAY, September 7. *Third Day.*— Arrive in Chicago 8.00 A. M.; transfer by Parmelee's omnibus line from the Dearborn station to the Sherman House, J. Irving Pearce, proprietor.

THURSDAY, September 8. *Fourth Day.*— In Chicago. Omnibus transfer from the Sherman House to station of the Wisconsin Central line, corner of Harrison street and Fifth avenue, and leave Chicago at 5.00 P. M.; supper on Wisconsin Central dining-car.

FRIDAY, September 9. *Fifth Day.*— Arrive in St. Paul 7.50 A. M.; transfer by J. B. Cook & Son's omnibus line from the Union station to the Hotel Ryan, Eugene Mehl & Son. proprietors; carriage ride, with visits to the chief business and residence sections of the city, the Capitol, Summit avenue, Fort Snelling, etc.

SATURDAY, September 10. *Sixth Day.*— Omnibus transfer from the Hotel Ryan to the Union station, and leave St. Paul *via* Northern Pacific Railroad at 9.00 A. M.; arrive in Minneapolis 9.35 A. M.; transfer by Mattison's omnibus line from the Union station to the West Hotel, John T. West, proprietor; carriage ride, with visits to Minnehaha Falls, the finest business and residence sections of the city, the great flour mills, the bridge below St. Anthony's Falls, the Exposition Building, Suspension Bridge, etc.

SUNDAY, September 11. *Seventh Day.*— In Minneapolis.

MONDAY, September 12. *Eighth Day.*— Omnibus transfer from the West Hotel to the Union station, and leave Minneapolis at 9.35 A. M. *via* Northern Pacific Railroad. Meals in Northern Pacific dining-cars.

NOTE.— Railway time changes at Mandan, North Dakota, from Central standard, or 90th meridian, to Mountain standard, or 105th meridian — one hour slower.

TUESDAY, September 13. *Ninth Day.*— On Northern Pacific Railroad *en route* through the western section of North Dakota and the eastern part of Montana. Arrive at Livingston, Mon., 8.40 P. M.; the cars will be placed upon a side track and there remain until morning.

WEDNESDAY, September 14. *Tenth Day.*— Leave Livingston *via* National Park Branch of Northern Pacific Railroad 8.15 A. M.; arrive at Cinnabar 10.18 A. M.; leave Cinnabar by stage 10.45 A. M.; arrive at Mammoth Hot Springs Hotel 12.45 P. M.

NOTE.— The hotels in the Yellowstone National Park are under the direction of W. G. Johnson, general manager.

THURSDAY, September 15. *Eleventh Day*.—Leave Mammoth Hot Springs by stage 8.00 A. M. for the tour around the park; arrive at Norris Geyser Basin Hotel 12.00 M.; lunch there; leave Norris Geyser Basin 1.30 P. M.; arrive at Fountain Hotel, Lower Geyser Basin, 5.30 P. M.

FRIDAY, September 16. *Twelfth Day*.—Leave Fountain Hotel 8.00 A. M.; visit Excelsior Geyser, Turquoise Spring, Prismatic Spring, and other objects of interest between the Lower and Upper Geyser Basins; arrive at Upper Geyser Basin Hotel 11.00 A. M.

SATURDAY, September 17. *Thirteenth Day*.—Leave Upper Geyser Basin Hotel 8.00 A. M.; arrive at West Bay, or Thumb of Yellowstone Lake, 11.30 A. M.; lunch there; leave West Bay 2.00 P. M.; arrive at Yellowstone Lake Hotel 5.00 P. M.

SUNDAY, September 18. *Fourteenth Day*.—At Yellowstone Lake.

MONDAY, September 19. *Fifteenth Day*.—Leave Yellowstone Lake Hotel 8.00 A. M.; arrive at Grand Cañon Hotel 12.00 M.

TUESDAY, September 20. *Sixteenth Day*.—At Grand Cañon Hotel. Leave at 10.00 A. M.; arrive at Norris Geyser Basin Hotel 12.00 M.; lunch there; leave Norris Geyser Basin 1.30 P. M.; arrive at Mammoth Hot Springs Hotel 5.30 P. M.

WEDNESDAY, September 21. *Seventeenth Day*.—At Mammoth Hot Springs. Leave at 4.00 P. M. by stage; arrive at Cinnabar 6.00 P. M.; leave Cinnabar *via* National Park Branch of Northern Pacific Railroad 6.15 P. M.; arrive at Livingston 8.15 P. M.; leave Livingston on main line of Northern Pacific Railroad, west-bound, at 8.40 P. M.

THURSDAY, September 22. *Eighteenth Day*.—*En route* westward through Montana, Idaho, and Washington on the Northern Pacific Railroad.

NOTE.—Railway time changes at Hope, Id., from Mountain standard, or 105th meridian, to Pacific standard, or 120th meridian — one hour slower.

FRIDAY, September 23. *Nineteenth Day*.—*En route* through Washington on the Northern Pacific Railroad. Arrive in Seattle 12.00 M.; omnibus transfer to The Rainier, De L. Harbaugh, manager.

SATURDAY, September 24. *Twentieth Day*.—In Seattle. Transfer from The Rainier to the wharf, and leave Seattle at 10.15 A. M. on the Puget Sound & Alaska Steamship Company's steamer "City of

Kingston;" lunch on board steamer; arrive at Victoria 4.30 P. M.; transfer to The Driard, Messrs. Redon & Hartnegel, proprietors; carriage ride, visiting various parts of the city, including Beacon Hill, Government House, the Government buildings, etc., and also Esquimalt (the British naval station) and the Gorge.

SUNDAY, September 25. *Twenty-first Day.*—In Victoria. Leave Victoria on steamer "City of Kingston" at 8.30 P. M.; stateroom berths furnished.

MONDAY, September 26. *Twenty-second Day.*—Arrive at Tacoma 5.15 A. M.; at 6.00 A. M. omnibus transfer to The Tacoma, William K. Hatch, manager.

TUESDAY, September 27. *Twenty-third Day.*—Omnibus transfer to the Pacific avenue station of the Northern Pacific Railroad, and at 8.40 A. M. leave Tacoma; dinner on Northern Pacific dining-car; arrive at Portland 4.30 P. M.; omnibus transfer to The Portland, Charles E. Leland, manager.

WEDNESDAY, September 28. *Twenty-fourth Day.*—In Portland. Carriage ride through the finest residence and business sections of the city and to the park, which affords a grand view of Portland and its surroundings, with Mount Hood, Mount St. Helen's, etc.; omnibus transfer to the Union station, and at 8.45 P. M. leave Portland *via* the Union Pacific Railroad.

THURSDAY, September 29. *Twenty-fifth Day.*—Arrive at Dalles City at 12.25 A. M.; the cars will be placed upon a side track to remain until morning; leave Dalles City by steamer of the Union Pacific Railway line, River Division, at 7.00 A. M. for a descent of the most picturesque part of the Columbia River; breakfast on board the boat; arrive at the Upper Cascades 11.30 A. M.; transfer by narrow-gauge railway to the Lower Cascades (six miles), and leave there at 12.15 P. M. by steamer; dinner on board the boat; arrive at Portland 4.30 P. M.; omnibus transfer from the Ash street wharf to The Portland, where supper will be provided; omnibus transfer from the hotel to the Union station, and at 7.00 P. M. leave Portland *via* the Southern Pacific Company's Mount Shasta line.

FRIDAY, September 30. *Twenty-sixth Day.*—*En route* southward through Oregon and California on the Southern Pacific Company's Mount Shasta route, crossing the Siskiyou Mountains, and passing near Mount Shasta and through the Cañon of the Upper Sacramento by daylight; breakfast and lunch on the cars; dinner at Sisson, Cal.

SATURDAY, October 1. *Twenty-seventh Day*.—Arrive at Oakland Pier 7.45 A. M. and in San Francisco 8.15 A. M.; coach transfer by the United Carriage Company to the Palace Hotel, C. Percy Smith, manager.

SUNDAY, October 2. *Twenty-eighth Day*.—In San Francisco.

MONDAY, October 3. *Twenty-ninth Day*.—In San Francisco.

NOTE.—In the course of the stay in San Francisco there will be a carriage ride, the route being to Golden Gate Park, and thence to the Cliff House, returning *via* Point Lobos road, which overlooks the Presidio, with Fort Point and the Golden Gate in the distance.

TUESDAY, October 4. *Thirtieth Day*.—In San Francisco.

WEDNESDAY, October 5. *Thirty-first Day*.—In San Francisco.

THURSDAY, October 6. *Thirty-second Day*.—Carriage transfer to the Alameda ferry, foot of Market street, and leave San Francisco 8.15 A. M. *via* the Southern Pacific Company's Santa Cruz line (narrow gauge); stop to view the "Big Trees," six miles from Santa Cruz; arrive at Santa Cruz about 1.00 P. M.; omnibus transfer to the Pacific Ocean House, W. J. McCollum, proprietor; or the Pope House.

FRIDAY, October 7. *Thirty-third Day*.—At Santa Cruz. Carriage ride, visiting the beach, cliff, etc. Leave Santa Cruz 4.00 P. M. *via* Southern Pacific Company's broad-gauge line; arrive at Hotel del Monte, Monterey, Geo. Schönewald, manager, 6.15 P. M.

SATURDAY, October 8. *Thirty-fourth Day*.—At Hotel del Monte, Monterey.

SUNDAY, October 9. *Thirty-fifth Day*.—At Hotel del Monte, Monterey.

MONDAY, October 10. *Thirty-sixth Day*.—At Hotel del Monte, Monterey.

TUESDAY, October 11. *Thirty-seventh Day*.—At Hotel del Monte, Monterey.

WEDNESDAY, October 12. *Thirty-eighth Day*.—At Hotel del Monte, Monterey. Leave Monterey at 1.38 P. M. *via* Southern Pacific Company's line; arrive at San Jose 4.21 P. M.; omnibus transfer to the Hotel Vendome, George P. Snell, manager.

THURSDAY, October 13. *Thirty-ninth Day*.—Excursion to the Lick Observatory, on the summit of Mount Hamilton, by stage (the vehicles of the Mount Hamilton Stage Company being used for the trip),

the party leaving the Hotel Vendome in the morning and returning late in the afternoon; dinner at Smith's Creek.

FRIDAY, October 14. *Fortieth Day*.—At San Jose. Omnibus transfer from the Hotel Vendome to the Southern Pacific Company's broad-gauge station, and leave San Jose at 1.15 P. M.; arrive at Oakland Pier 4.20 P. M.; leave Oakland Pier 5.30 P. M., *via* Southern Pacific Company's New Orleans line, in Pullman palace cars; supper at Lathrop.

SATURDAY, October 15. *Forty-first Day*.—Cross the Tehachapi Pass and "Loop" by daylight; breakfast at Bakersfield; lunch at Mojave; arrive at Santa Barbara 6.55 P. M.; omnibus transfer to The Arlington, C. C. Wheeler, proprietor.

SUNDAY, October 16. *Forty-second Day*.—At Santa Barbara.

MONDAY, October 17. *Forty-third Day*.—At Santa Barbara. Omnibus transfer from The Arlington to the State street station, and at 11.10 A. M. leave Santa Barbara by the Southern Pacific Company's line; arrive at Los Angeles 4.00 P. M.; omnibus transfer to The Westminster, O. T. Johnson, proprietor, and M. M. Potter, manager, The Nadeau, Bennett and Burns Brothers, proprietors, or The Hollenbeck, Cowley & Baker, proprietors.

TUESDAY, October 18. *Forty-fourth Day*.—At Los Angeles.

WEDNESDAY, October 19. *Forty-fifth Day*.—At Los Angeles. Omnibus transfer to the Santa Fe station, and at 8.30 A. M. leave Los Angeles *via* Southern California Railway Company's line; arrive at Pasadena 9.03 A. M.; carriage ride, with visits to the most picturesque sections of San Gabriel, Pasadena, and Santa Anita, including The Raymond Hill, Orange Grove avenue, Colorado street, the Old Mission, Baldwin's Ranch, etc.; leave Pasadena 1.48 P. M.; arrive at Los Angeles 2.25 P. M.; omnibus transfer to hotels.

THURSDAY, October 20. *Forty-sixth Day*.—In Los Angeles.

FRIDAY, October 21. *Forty-seventh Day*.—In Los Angeles.

SATURDAY, October 22. *Forty-eighth Day*.—Omnibus transfer to station of the Southern California Railway Company's line, and leave Los Angeles at 8.15 A. M.; arrive at San Diego 12.50 P. M.; omnibus transfer from the San Diego station to the Hotel del Coronado, E. S. Babcock, manager, Coronado Beach.

SUNDAY, October 23. *Forty-ninth Day*.—At Hotel del Coronado, Coronado Beach.

MONDAY, October 24. *Fiftieth Day*.—At Hotel del Coronado, Coronado Beach.

TUESDAY, October 25. *Fifty-first Day*.—At Hotel del Coronado, Coronado Beach.

WEDNESDAY, October 26. *Fifty-second Day.*—Omnibus transfer from the Hotel del Coronado to the station of the Southern California Railway Company's line, and leave San Diego at 8.40 A. M.; arrive at Riverside 1.38 P. M.; omnibus transfer to The Glenwood, Frank A. Miller, proprietor, and F. W. Richardson, manager.

THURSDAY, October 27. *Fifty-third Day.*—Leave Riverside *via* Southern California Railway Company's line 1.38 P. M.; arrive at San Bernardino 2.05 P. M.; leave San Bernardino 3.00 P. M.; supper at Barstow.

NOTE.—Railway time changes at Barstow from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian—one hour faster.

FRIDAY, October 28. *Fifty-fourth Day.*—On Atlantic & Pacific line; meals at station dining-rooms *en route* through Arizona and New Mexico.

SATURDAY, October 29. *Fifty-fifth Day.*—From Albuquerque eastward *via* Atchison, Topeka & Santa Fe Railroad. Arrive at Las Vegas in the morning; thence by branch line to Las Vegas Hot Springs; to Montezuma Hotel.

SUNDAY, October 30. *Fifty-sixth Day.*—At Las Vegas Hot Springs.

MONDAY, October 31. *Fifty-seventh Day.*—Leave Las Vegas Hot Springs at 8.55 A. M. and Las Vegas at 9.50 A. M., by the Santa Fe line; dinner at Raton, N. M.; supper at La Junta, Col.

NOTE.—Railway time changes at Dodge City from Mountain standard, or 105th meridian, to Central standard, or 90th meridian, one hour faster.

TUESDAY, November 1. *Fifty-eighth Day.*—On Santa Fe line. Breakfast at Hutchinson, Kan.; dinner at Topeka, Kan.; arrive at Kansas City 4.40 P. M.; leave Kansas City 5.35 P. M. *via* Chicago, Rock Island & Pacific Railway; supper on dining-car belonging to said line.

WEDNESDAY, November 2. *Fifty-ninth Day.*—Breakfast on dining-car; arrive in Chicago 9.50 A. M.; omnibus transfer to the Sherman House, where dinner will be provided; omnibus transfer from the hotel to the Dearborn station, and at 3.00 P. M. leave Chicago, *via* the Chicago & Grand Trunk Railway, in Wagner palace cars; supper on Chicago & Grand Trunk dining-car.

NOTES.—Members of the party who return independently from Chicago will be required to exchange their passage and sleeping-car coupons at the station ticket offices of the Chicago & Grand Trunk Railway, either at Chicago & Grand Trunk Railway Crossing, Blue Island, or the new Dearborn station (Polk street and Fourth avenue), Chicago, or at the city ticket office of the Chicago & Grand Trunk Rail-

way, 103 South Clark street, Chicago, E. H. Hughes, agent, to whom all applications in advance for sleeping-berths should be addressed. The regular trains leave Chicago at 3.00 P. M. and 8.15 P. M. Persons desirous of availing themselves of the "stop-over" privilege at Niagara Falls can take the train leaving Chicago at 3.00 P. M., and, arriving at Niagara Falls the next morning, await there the departure of the Atlantic express by the West Shore line in the afternoon. Niagara Falls is the only point east of Chicago or Blue Island Junction where "stop-offs" can be permitted.

Railway time changes at Port Huron from Central standard, or 90th meridian, to Eastern standard, or 75th meridian — one hour faster.

THURSDAY, November 3. *Sixtieth Day.*—From Port Huron eastward *via* Southern Division of Grand Trunk Railway; arrive at Niagara Falls, Clifton, P. O., 7.30 A. M.; arrive at Niagara Falls, N. Y., 8.06 A. M.; breakfast and dinner at the Spencer House; leave Niagara Falls, *via* the West Shore Railroad, at 5.08 P. M.; supper at Buffalo.

FRIDAY, November 4. *Sixty-first Day.*—From Rotterdam Junction eastward *via* Fitchburg Railroad; arrive at Athol, Mass., 6.57 A. M.; breakfast at station dining-rooms, W. E. Wood, proprietor; arrive in Boston (Fitchburg Railroad station) 9.50 A. M.

The return tickets from San Francisco, Monterey, Santa Barbara, Los Angeles, Pasadena, San Diego, or any other point in Central or Southern California (inclusive of coupons for incidental accommodations and meals), will be *good on any train* for six months, so that persons who desire to remain a longer time in California than is contemplated by the foregoing itinerary may do so without sacrificing any part of their ticket.

Distance Table.

	MILES.
From Boston to Rotterdam Junction, N. Y., Fitchburg Railroad.....	212
“ Rotterdam Junction to Suspension Bridge, West Shore Railroad.....	292
“ Suspension Bridge to Port Huron, Mich., Southern Division of the Grand Trunk Railway.....	180½
“ Port Huron to Chicago, Chicago & Grand Trunk Railway.....	330½
“ Chicago to St. Paul, Wisconsin Central Division of Northern Pacific Railroad.....	462

Distances carried forward.....1,477

	MILES.
Distances brought forward.....	1,477
From St. Paul to Minneapolis, and Minneapolis to Livingston, Mon., Northern Pacific Railroad.....	1,007
“ Livingston to Cinnabar, Yellowstone Park Branch of Northern Pacific Railroad.....	51
“ Cinnabar to Mammoth Hot Springs, stage.....	7
“ Mammoth Hot Springs to Fountain Hotel, stage.....	42
“ Fountain Hotel to Upper Geyser Basin, stage.....	3
“ Upper Geyser Basin to Yellowstone Lake, stage.....	38
“ Yellowstone Lake to Grand Cañon Hotel, stage.....	18
“ Grand Cañon Hotel to Mammoth Hot Springs, stage.....	33
“ Mammoth Hot Springs to Cinnabar, stage.....	7
“ Cinnabar to Livingston, Yellowstone Park Branch of Northern Pacific Railroad.....	51
“ Livingston to Seattle, Wash., Northern Pacific Railroad.....	931
“ Seattle to Victoria, B. C., steamer.....	85
“ Victoria to Tacoma, Wash., steamer.....	110
“ Tacoma to Portland, Or., Northern Pacific Railroad.....	145
“ Portland to Dalles City, Union Pacific Railroad.....	88
“ Dalles City to Upper Cascades, Union Pacific steamer.....	45
“ Upper Cascades to Lower Cascades, Portage Railway.....	6
“ Lower Cascades to Portland, Union Pacific steamer.....	62
“ Portland to San Francisco, Southern Pacific Company's Mt. Shasta line.....	772
“ San Francisco to Santa Cruz, Southern Pacific Company's Santa Cruz line.....	80
“ Santa Cruz to Monterey, Southern Pacific Company's broad-gauge line.....	47
“ Monterey to San Jose, Southern Pacific Company's Railway, Coast Division.....	74
“ San Jose to summit of Mount Hamilton and return, by stage.....	52
“ San Jose to Oakland Pier, Southern Pacific Company's Livermore line.....	48
“ Oakland Pier to Santa Barbara, Southern Pacific Company's Railway.....	523
“ Santa Barbara to Los Angeles, Southern Pacific Company's Railway.....	110
“ Los Angeles to Pasadena and return, Southern California Railway Company's line.....	20
Distances carried forward.....	5,932

	MILES.
Distances brought forward.....	5,932
From Los Angeles to San Diego, Southern California Railway Company's line.....	126
“ San Diego to Riverside, Southern California Railway Company's line.....	132
“ Riverside to San Bernardino, Southern California Railway Company's line.....	9
“ San Bernardino to Barstow, Southern California Railway Company's line.....	81
“ Barstow to Albuquerque, Atlantic & Pacific Railroad.....	747
“ Albuquerque to Las Vegas Hot Springs (140 miles), and Las Vegas Hot Springs to Kansas City (786 miles), Atchison, Topeka & Santa Fe Railroad.....	926
“ Kansas City to Chicago, Chicago, Rock Island & Pacific Railway.....	518
“ Chicago to Port Huron, Chicago & Grand Trunk Railway.....	330½
“ Point Edward to Suspension Bridge, Southern Division of Grand Trunk Railway.....	180½
“ Suspension Bridge to Rotterdam Junction, N. Y., West Shore Railroad.....	292
“ Rotterdam Junction to Boston, Fitchburg Railroad.....	212
Total.....	9,486

It will be seen that none of the incidental carriage rides are included in the foregoing enumeration, only the regular journeys by railway, steamer, and stage being taken into consideration.

In the course of the tour the party will pass through the following States and Territories: *States* — Massachusetts, Vermont, New York, Michigan, Indiana, Illinois, Wisconsin, Minnesota, North Dakota, Montana, Wyoming, Idaho, Washington, Oregon, California, Colorado, Kansas, Missouri, and Iowa (19); *Territories* — Arizona and New Mexico (2); and also the Provinces of Ontario and British Columbia in the Dominion of Canada.

The Excursion to the Big Tree Groves and the Yosemite Valley.

It has been deemed advisable to make the visit to the Yosemite Valley and the Big Trees a side or supplementary trip, at a slight additional expense, the same as in pre-

vious years, rather than include it in the regular round. This course is taken in order that every person may exercise his or her own preference in the matter, not only in reference to making the trip, but also in regard to the time to be occupied in connection therewith. Six days, or a longer period if desired, may readily be taken from the time afforded in the regular itinerary. Six days' absence will give three days within the valley, and also encompass a visit to the Mariposa Grove of Big Trees. Special and very advantageous arrangements have been made for the accommodation of the members of our parties, and the expense of the trip will be comparatively light. A branch railway line extends from Berenda (178 miles from San Francisco and 304 miles from Los Angeles) a distance of twenty-two miles, to the station of Raymond, and stage transportation from that point to the Wahwonah Hotel (formerly Clarke's, or Big Tree station), and thence into the valley, will be furnished by the Yosemite Valley Stage & Turnpike Company. The extension of the railroad towards the valley has materially decreased the stage journey. The whole distance to be traveled by stage is now only sixty miles — thirty-four from Raymond to Clarke's, and twenty-six from Clarke's to the valley. The cost of the railway and stage trip from Berenda into the valley and return, and including the side trip from the Wahwonah Hotel to the Big Trees and back, for members of the party only, will be \$35. This sum does not include hotel accommodations, incidental meals, nor excursions in or about the valley. The entire cost of the trip, including all these items, after deducting the value of unused hotel coupons in the regular excursion ticket book, will be less than \$50. Coupon books for hotel board and meals may be obtained at reduced rates from the stage company's agents. Board coupons remaining unused on account of taking the Yosemite Valley trip will be redeemed by the conductor of the party, or at any of our eastern offices.

Other Side Trips.

Members of the party who remain in California beyond the period of time covered by the itinerary can make many excursions to distant points. An attractive excursion to the Sandwich Islands in the early spring is contemplated. The round of travel will include a visit to the Island of Hawaii and an ascent of the volcano of Kilauea.

A voyage to Japan, China, or Australia, and return, may be made before the expiration of the ticket limitation.


Many little trips may be taken in connection with our itinerary, and without prolonging the stay. A trip to the geysers, in Sonoma county, will occupy two days. There are two routes — one *via* Cloverdale and the other *via* Calistoga — and the best way is to go by the former and return by the latter.

There are many places of resort in Southern California which are easily reached from Santa Barbara, Los Angeles, Pasadena, or San Diego.

Owing to the limited accommodations to be furnished on certain parts of the route, the party will necessarily be restricted in numbers. Tickets must be taken on or before Thursday, September 1, four days previous to the date of departure (Monday, September 5).

W. RAYMOND.

I. A. WHITCOMB.

 Tickets for the excursion, additional copies of this circular, and all needed information can be obtained of

RAYMOND & WHITCOMB, 296 Washington Street (opposite School Street), Boston, Mass.

SEASON OF 1892

* * **TWO * GRAND * TOURS** * *

— TO THE —

YELLOWSTONE NATIONAL PARK,

THE OUTWARD JOURNEY BEING THROUGH

COLORADO AND UTAH,

With Visits to Denver, Manitou Springs, the Summit of Pike's Peak, the Royal Gorge, Salida, Marshall Pass, Glenwood Springs, Salt Lake City, the Famous Mining Cities of Anaconda and Butte, etc.

The Return Journey over the Northern Pacific Railroad, with Visits to Minneapolis, St. Paul, Chicago, and Niagara Falls.

DATES OF DEPARTURE AND RETURN.

FIRST PARTY.— Leave Boston Tuesday, August 9; Return Saturday, September 10.

SECOND PARTY.— Leave Boston Monday, August 29; Return Friday, September 30.

PRICE OF TICKETS (all traveling expenses included), - **\$310.00**

RAYMOND & WHITCOMB,

296 Washington Street (opposite School Street), Boston, Mass.

TWO GRAND TOURS

— TO THE —

YELLOWSTONE NATIONAL PARK, Colorado, Utah, Etc.

August 9 to September 10; August 29 to September 30.

IN addition to the Yellowstone National Park tours described in the preceding pages, two attractive excursions have been arranged for August and September, in which a round of travel through Colorado and Utah will be combined with a visit to the great American wonderland. In this trip the famous scenic line of the Denver & Rio Grande and the Rio Grande Western Railways will be traversed for its entire length, from Denver to Salt Lake City and Ogden, and there will also be side trips to important points in the Rocky Mountains. Sojourns are to be made at Denver, Manitou Springs, Salida, Glenwood Springs, and Salt Lake City. Subsequently there will be an interesting journey through Idaho and Montana, with a glimpse of the two rich mining cities of Anaconda and Butte. A week will be passed in the Yellowstone National Park with the same grand round of travel already described in connection with the other tours. Returning eastward over the Northern Pacific Railroad, the parties will make brief visits to Minneapolis, St. Paul, Chicago, and Niagara Falls.

From Boston to Denver.

The parties will leave Boston by the Hoosac Tunnel route, from the Fitchburg station, Causeway street, Tuesday, August 9, and Monday, August 29, taking a train of palace sleeping and drawing-room cars at 8.30 A. M. The westward route will be continued through the State of New York over the West Shore Railroad; thence through a part of Ontario Province over the Southern Division of the Grand Trunk Railway, which now crosses from Canadian to American soil by means of a tunnel under the St. Clair River; and from Port Huron over the Chicago & Grand Trunk Railway to Chicago. From that city our route lies over the Chicago, Rock Island & Pacific Railway westward to Colorado, through Illinois, Iowa, Nebraska, and Kansas. This latter part of the journey will be on the direct western line of the Rock Island road. The Mississippi will be crossed between Rock Island, Ill., and Davenport, Ia., and the Missouri between Council Bluffs, Ia., and Omaha, Neb. The third day's journey will include the western part of Iowa, a populous part of Nebraska, and something of northern Kansas, with Council Bluffs, Omaha, Lincoln (the capital of Nebraska), Beatrice, Neb., Fairbury, Neb., and Phillipsburg, Kan., as the chief towns along the way. The succeeding morning will find us at Denver, and there will be an omnibus transfer to The Albany.

Denver.

Denver, which lies at the western border of the plains, dates back to the Pike's Peak gold excitement of 1858-59. In 1860 it was a straggling camp, consisting principally of log cabins and tents. In 1870 it had 4,579 inhabitants; in 1880, 35,719; and within the succeeding year over 600 buildings were erected, and the population increased to

over 40,000. In the last decade the city has made giant strides, and must now be classed among the great cities of the country. The recent census places it the twenty-sixth in the list of American cities, with 106,670 inhabitants. In 1880 it stood forty-ninth. It is claimed that the population of the city and suburbs will reach 154,000. Its streets are regularly and handsomely laid out; its public and business edifices and its private residences are elegant and substantial; schools, churches, and newspapers abound; and, in short, Denver has every sign of thrift, enterprise, wealth, and progress. The Union Depot is one of the finest buildings for railway uses in America, and the magnificent Taber Opera House, which cost \$600,000, is another structure which will challenge admiration. The new County Court House is between Fourteenth and Fifteenth streets, and Fremont street and Court place; the new Post Office, at the corner of Sixteenth and Arapahoe streets; the City Hall, corner of Fourteenth and Larimer streets; Denver University, corner of Fourteenth and Arapahoe streets; and the Denver High School, corner of Nineteenth and Stout streets. The school buildings of Denver are among the most substantial and well-arranged structures of their kind in the country. The State Capitol, a large and costly structure, has been erected on Capitol Hill, between Colfax avenue and Capitol street and Grant and Lincoln streets. Among other public buildings recently erected are the Chamber of Commerce, the Masonic Temple, and the Mining Exchange. The parties will remain in Denver the better part of two days, and there will be a carriage ride to the chief points of interest.

Manitou Springs.

At the conclusion of our visit to Denver we proceed over the Denver & Rio Grande

Railway, eighty-one miles southward, to Manitou Springs. This place is reached by a branch line from Colorado Springs, only six miles distant. The Cliff and Barker Houses will here be our headquarters for several days. The charming little town is situated in a narrow valley penetrating the main range through the foot-hills. The red rocks of the neighboring elevations give the surroundings a very singular aspect. The town is invisible until a low ridge extending across the valley is passed, and then the white houses and hotels come suddenly into view. Through an opening in the hills the snow-white crest of Pike's Peak is seen. The principal springs, six or seven in number, are situated on the banks of Fountain Creek, a swift mountain stream which flows through the centre of the village, or on Ruxton's Creek, which flows into the other from Engleman's Cañon, just below the Ute Pass. The Navajo, Shoshone, and Manitou Springs are within a very short distance of the hotels, as is also the splendid bathing establishment opened in 1884. Manitou Springs has an elevation of 6,297 feet — six feet higher than the summit of Mount Washington, the most elevated point in New England — and Pike's Peak rises but a few miles away to the height of 14,147 feet.

The Garden of the Gods lies east of Manitou Springs, and between that place and Colorado Springs. It is a park-like tract, inclosed by cliffs and hills, and scattered about its surface are fantastically formed rocks carved by the elements in past ages. William's Cañon is near the village of Manitou Springs; and a mile from the entrance is the Cave of the Winds, an extensive cavern. The Manitou Grand Caverns, which are situated in the Ute Pass, with an entrance about 200 yards above Rainbow Falls, were most recently discovered and are more generally visited. They were opened to the public by their proprietor, Mr. George W. Snider, in March, 1885.

There will be a carriage ride to the Garden of the Gods, and to the other points of interest in the vicinity of the springs.

A Railway Excursion to the Summit of Pike's Peak.

Another feature of our stay at this famous resort will be an excursion up the Manitou & Pike's Peak Railway to the summit of the mountain. This road, which was opened to the public in the summer of 1891, is the loftiest of its kind in the world, being much higher than the Mount Washington Railway or the Swiss lines. From the station near the Ute Iron Spring to the top of the mountain the distance is eight and three-quarters miles, or, to be exact, 46,992 feet. The average elevation overcome is 844.8 per mile, or sixteen per cent, and the maximum is twenty-five per cent. The maximum degree of curvature is sixteen with a radius of 359 feet. The total elevation overcome is 7,525 feet, which is greater than the height above sea-level of any other mountain in this country or Europe upon which a similar road has been built, the starting-point also being in excess of the entire elevation of the Mount Washington road. The outside rails are of standard gauge, and the locomotive and cars travel upon a compound or double ratchet rail, which is placed in the centre. Each engine has six cog-wheels, and each wheel a double set of cogs. As each cog has a tested resistance of 70,000 pounds, there is a combined resistance of 840,000 pounds, and as the strain on the heaviest grade is 26,000 pounds an enormous margin is left for safety. One of the first things that strikes the visitor is the substantial and solid character of both the road and its equipment. The rails are made of the best-adapted Bessemer steel, and the teeth have been cut from the solid piece in machines constructed especially for the purpose. There are only four bridges and these are of iron with granite foundations. There is no trestle work on the line. In addition to all other means of security — and no feature has been overlooked that can contribute to the safety of the passenger — the track is actually anchored to the mountain in 146 places. The cars seat fifty passengers each. The brake appliances are numerous and very thorough.

The car is not attached to the engine, but is pushed up the incline. The line was built by Mr. Z. G. Simmons, of Kenosha, Wisconsin, and is owned and operated by the Manitou & Pike's Peak Railway Company, of which Mr. H. S. Cable is manager. The cars start from a pretty little station which is situated at the mouth of Engleman's Cañon, just above the Ute and Little Chief Iron Springs. It is through this cañon that Ruxton's Creek finds its way, and as the traveler mounts higher the clear, sparkling stream is seen in endless forms of beauty, now beside the track, and again leaping from the boulders a hundred feet below.

About a mile above the station are Shady Springs, a well-remembered place on the old mountain path. Grótesquely-shaped rocks are seen on every side, and prominent among them are Gog and Magog, so plainly visible from the village below. In Grand Pass the engine pushes us up one of the longest and steepest inclines of the whole grade, the pass extending for 2,000 feet. Echo Falls and the Echo Rocks are passed, and then we come to the Hanging Rocks, and farther on to the Artist's Glen, from which point a trail leads to Crystal Park and Cameron's Cone, which can be seen in the distance. Above are Sheltered Falls and the beautiful Minnehaha Falls, while above these are seen the Devil's Slide, Pinnacle Rocks, and high above on the opposite side Grand View Rock. After a brief halt at the Trail House we pass through Hell Gate and then for over two miles traverse the verdant Ruxton Park, a comparatively level stretch of pine and aspen groves. Sheep Rock and Lion's Gulch are among the other objects seen, while Bald Mountain also becomes prominent. A steeper incline is before us, and at the height of 11,625 feet above the level of the sea we pass the timber line. A sharp turn is made, and we round Windy Point and are fast climbing into the Saddle. From this point a superb view is had of Manitou Springs and the Garden of the Gods, lying far below. By a continuous steep ascent we now gain the summit,

and the cars stop directly in front of the old signal station. The summit is a comparatively level mass of rocks, and the visitor can wander about on every side enjoying the superb views of mountain, valley, and plain. Hundreds of snow-mantled summits and gleaming peaks stretch away into the north and south. Eastward one looks out upon the great plains which stretch into dimness like an ocean. The details of the landscape are lost, but here and there a little dot upon the vast expanse, more noticeable on account of overhanging smoke than anything else, denotes a town or city. The clearness of the atmosphere is such, however, that even distant objects are seen more plainly than they appear on the Atlantic Coast. The upward trip occupies two hours and twenty minutes, and the downward one an hour and a half.

The Royal Gorge.

The parties will leave Manitou Springs August 17 and September 6, *via* the Denver & Rio Grande Railway, and proceed southward through Colorado Springs, Pueblo, Cañon City, and the famed Royal Gorge. The three cities named are all flourishing places, Pueblo especially being the centre of much manufacturing and commercial industry. The smelters here average about twenty-five per cent of the metallurgical production of the State, the business in 1891 reaching \$11,241,289. Cañon City contains the Colorado State Penitentiary. We ascend the Arkansas River from Pueblo, and at Florence, thirty-three miles from that place, are in the centre of the Colorado petroleum district. There are extensive coal deposits near at hand.

The Royal Gorge, as the finest part of the Arkansas Cañon is termed, begins a short distance above Cañon City, and for ten miles the scenery is of the wildest and grandest description. Mountains of rock running up almost perpendicularly nearly half a mile in height, and terminating in dizzy pinnacles, seem ready to fall upon the

adventurous traveler. The train winds along the course of the narrowing stream, and its onward progress seems barred in a hundred places by huge cliffs. The Arkansas, crowded to narrower limits, brawlingly disputes the right of way with the iron steed; and new pictures of wildness and grandeur greet the eye at every turn. Every feature of the scenery is on a stupendous scale. Emerging from the narrow gorge, we enter a broad valley which opens up grand views of the mountains, the Arkansas Hills being upon the right, and the magnificent line of lofty, snow-clad peaks forming the Sangre de Cristo range upon the left. We halt at Salida, a pretty valley town standing at the junction of the main line and the narrow-gauge line running over the Marshall Pass, and the admirably-appointed Monte Cristo Hotel will be our sojourning place for the night.

The Marshall Pass.

The succeeding day we shall make a side trip over the elevated Marshall Pass to Gunnison, and return. Leaving Salida after breakfast, we ascend the narrow-gauge line, going directly towards the mountains in the west. Glorious views are had of the many towering peaks as the train approaches Poncha Pass, Mount Shavano and Ouray being among the most prominent. Both these mountains were named in honor of Ute chiefs. Our course lies toward the latter; and the Marshall Pass has, in fact, this mountain as its northern boundary, with the Cochetopa Hills on the south. Mount Ouray has an elevation of 14,055 feet, while Mount Shavano is 194 feet higher. As we approach the summit of the pass (10,852 feet in elevation), in many twists and turns, Ouray rises before us like a great snow dome near at hand. Meanwhile the long line of elevated peaks belonging to the Sangre de Cristo range have come into view—a glorious chain of snow summits in all the shapely forms assumed by the loftiest of the Rocky Mountains, many of the beautiful white pyramids seen reaching

above 14,000 feet. The maximum grade of the railway over which we ride is 211 feet to the mile, and there are curves that reach 24 degrees in 100 feet. At one place the train goes five or six miles, and then is directly opposite its former position, but 1,000 feet above. In the middle of a snow-shed the cars finally come to a halt, and we are on the ridgepole of the continent, over two miles above the level of the sea. The descent on the west side is as devious in its course as our ascent on the east, but the views, although often startling and wonderfully fascinating, are not as grand as on the opposite side of the range. We go as far as Gunnison, where we dine, and pass several hours. Gunnison is the centre of an important mining district and a place of much life and business activity. Leaving this place in the afternoon, we return over the Marshall Pass, reaching Salida in the evening.

The Tennessee Pass and Red Cliff.

Leaving Salida at an early morning hour, we ascend the main line of the Denver & Rio Grande Railway, reaching at Leadville, sixty miles distant, an elevation of 10,200 feet, which is 3,150 feet higher than Salida. At Tennessee Pass, beyond Leadville, we are again on the continental divide and 218 feet higher, or 10,418 feet elevation. West of the pass, and chiefly in the narrow Eagle River Cañon, just beyond Red Cliff, is a famous mining district. Up and down the abrupt walls of the cañon the expanse is dotted with mining camps and mining paraphernalia. The ore is let down to the railway chiefly by means of wire ropes. This part of the route and the country beyond will be passed over in daylight Tuesday morning. On emerging from Eagle River Cañon we come to a more open country, but the narrow Grand River Cañon lies beyond. In one place, on the opposite side of the river, is a great stream of black lava, the result of a recent eruption of one of the neighboring volcanic hills—the term recent being applied in a geologic sense and implying several hundred years.

Glenwood Springs.

We arrive at this charming resort shortly after ten o'clock A. M., and remain through the day. Glenwood Springs, situated at the confluence of the Grand River with the Roaring Fork, in a picturesque valley, surrounded by forest-clad hills, is comparatively a new town. Its altitude is about the same as that of Denver — 5,200 feet — and in place of about 200 inhabitants in 1885, it now has a population of over 2,500. Only a few years ago it was a part of an Indian reservation, and little was known of the marvelous mineral springs which have since made the region so famous. The town is handsomely laid out with broad and regular streets intersecting each other at right angles, and there is a large bathing establishment and hotel. The sanitarium, or bath-house, cost \$100,000, and in the rear of this commodious structure is a large swimming pool constantly supplied from the hot spring at the rate of 4,000 gallons a minute. The "Big Pool" covers about an acre, and is graduated in depth from four and a half to five and a half feet. From a basin in the pool a fountain of cold water throws its graceful spray.

Castle Cañon and Castle Gate.

Going on board our sleeping-cars at night, we leave Glenwood Springs at an early morning hour and journey westward across Colorado and Utah. At Grand Junction, Col., the Denver & Rio Grande Railway connects with the Rio Grande Western Railway, forming a continuous line of standard-gauge road, and also with the Gunnison or narrow-gauge division. The boundary line between Colorado and Utah is about twenty miles west of Grand Junction. Beyond Green River the road ascends the slopes of the Wahsatch Mountains, much of the way along the South Fork of the Price River, and through the picturesque Castle Cañon, the walls of which have been

carved by the elements into many fantastic shapes. At the farther or upper end of the cañon is Castle Gate, formed by two great perpendicular rocks, which, although not opposite each other, have the effect of being so when viewed from a little distance up or down the track. The railway crosses the Wahsatch Mountains at an elevation of 7,465 feet, and descends on the west side through Clear Creek and Spanish Fork Cañons. Provo is a flourishing Mormon town near the beautiful Utah Lake, a body of fresh water nearly three hundred feet higher than the great Salt Lake, into which it discharges through the Jordan.

Salt Lake City.

Two days are to be passed in the "City of Zion," as this place is called by the Latter Day Saints, the new and elegant hotel, the Knutsford, being made our place of sojourn. Salt Lake City is beautifully situated upon the lower western slopes of the Wahsatch Mountains, about a dozen miles from the lake itself, and is 4,228 feet above the level of the sea. It was founded by a band of Mormon pioneers July 24, 1847. Within a few years past the place has taken on something of modern progress, and the great increase in the number of inhabitants is traceable to Gentile influences rather than to any greater advance of the Mormon Church. In fact the city is already in Gentile control. According to the recent census the number of inhabitants was 45,025. It is emphatically a city of cottage homes, and the number of people who own the houses in which they live is said to be greater in proportion to the population than in any other city in the Union. At least this claim was made under Mormon rule when the city had upwards of 20,000 population. The streets are wide and shaded, and in each are two swift-flowing streams of pure mountain water. The lines of shade trees, with groups of fruit trees and luxuriant gardens, make the city seem

one mass of foliage. Spurs of the Wahsatch Mountains rise to a great height a few miles distant on the east and north, and twelve miles west are other rugged ranges. There are copious sulphur springs near the city, and rich silver mines are in the mountains, twenty miles or more away. Among the edifices demanding attention are the Tabernacle and the unfinished Temple. The former is a vast building, oval in form, 250 by 150 feet, with a roof of ninety feet from the floor. There are seats for over 8,000 persons, and above the platform is a large organ. The Assembly House, a smaller edifice than the Tabernacle, but finished much more elaborately, is intended for a place of worship in the winter season. It contains an organ and numerous frescoes depicting scenes in the history of the Mormon Church. The Endowment House, of which so much has been written, was formerly in the same inclosure. It was recently torn down. The Temple, near by, was begun a quarter of a century ago, and in its present unfinished state has cost \$4,000,000. It is 200 by 100 feet, with walls 100 feet high, and the central towers on the east end will be 200 feet high. It is built of granite brought from the Cottonwood Cañon. Among the other Mormon edifices are the "Lion," "Bee Hive," and "Gardo" Houses, built as residences by Brigham Young, the tithing offices situated between the "Bee Hive" and the Temple, and the gigantic warehouses of "Zion's Coöperative Mercantile Institution," known in short as the "Co-op store," which transacts a business of over \$4,000,000 per year. Camp Douglas, the headquarters of the United States troops, is finely situated upon a plateau above the city. The present population of Salt Lake City is over 40,000.

Great Salt Lake.

Great Salt Lake is about a dozen miles from the city. It receives the waters of the Bear, Weber, and Jordan Rivers, and has an area of about 1,800 square miles. The

extent and depth of the lake are determined by the balance between inflow and evaporation. During the past thirty-five years the water height has several times oscillated through a range of eleven feet. The salinity undergoes corresponding changes, being greatest when the lake is low. The solid contents amounted in 1891 to about 20 per cent, of which four-fifths is sodium chloride. The lake is very shallow, having a mean depth of thirteen feet and a maximum depth of less than forty feet. It is inhabited by a brine shrimp and the larva of a fly. In pleistocene time, according to Mr. G. K. Gilbert, of the United States Geological Survey, who has made a special study of this region, the lakes of the Great Basin were larger, and many perennial lakes were formed in valleys whose floors are now saline and desert. Great Salt Lake was expanded so as to coalesce with the lakes of contiguous basins, producing a body of water 19,750 square miles in extent, which has been named Lake Bonneville. This lake has twice formed and twice dried away, each time depositing over the plain a sheet of calcareous clay with fresh-water fossils. The highest water stage was attained during the second lacustrine epoch, and is recorded in a conspicuous series of sea-cliffs and beaches known as the Bonneville shore line. This shore line has a general altitude of 1,000 feet above Great Salt Lake. There is some diversity in the height of this shore line however, ranging about ninety feet, indicating a warping of the earth's crust since its formation.

Northward Through Idaho.

On leaving Salt Lake City we first proceed over the Rio Grande Western Railway to Ogden, thirty-seven miles distant, and thence northward through Idaho over the Utah & Northern line, an important branch of the Union Pacific system. A considerable section of Utah is first traversed, and the traveler passes through several

populous Mormon towns. At "The Gates" of Bear River the scenery is very wild and rugged. At this point a great engineering work is in progress, with the design of irrigating the upper benches of the neighboring plain. A dam has been constructed near the head of the gorge, and two canals lead therefrom along the walls of the chasm, partly through tunnels. The fruitful Cache Valley is also traversed, and this leads into Idaho. At Pocatello the Oregon Short line, another important part of the Union Pacific system, diverges to the northwest, having joined the Utah & Northern line twenty-one miles below, at McCammon. We are here upon the Fort Hall Indian reservation. At Eagle Rock the train crosses the Snake River. The Montana State line is passed near the station of Monida.

Anaconda and Butte.

We shall reach Anaconda in the morning and pass the greater part of the day here and at Butte. These two places are the centre of great mining activity. We shall make the magnificent hotel in the former city, The Montana, our chief headquarters. Silver and copper are the chief products of the mines in this vicinity, and many millions have been added to Montana's wealth from this source. Extensive mining operations were commenced at Butte in 1875, though gold had been extracted from the placer sands of the neighboring valleys since 1864. During the last decade the copper mines have gradually increased in importance, and now far exceed the silver production. The value of the product at Butte in 1890 was divided as follows: Gold, \$513,316; silver, \$9,696,750; copper, \$16,623,250. Anaconda and Butte are twenty-seven miles apart.

From Butte to the Yellowstone National Park.

We leave Butte by the new line of the Northern Pacific Railroad, crossing the mountains at no great distance from Butte. While gaining the heights east of Butte,

extended views are had of that city and its surroundings. The continental divide is reached at Homestake Tunnel, ten miles from Butte and 6,380 feet above the sea. The road now passes through several cañons formed by the Jefferson River, and at several points placer-mining operations are carried on. Three Forks is the name of a station near which the Gallatin, Madison, and Jefferson Rivers unite to form the Missouri. These streams were named by Lewis and Clarke in 1805. At Logan we reach the main line of the Northern Pacific Railroad, over which we continue as far as Livingston, forty-nine miles distant. The flourishing town of Bozeman lies twenty-four miles east of Logan, and a dozen miles farther east we cross the Belt Mountains at an elevation of 5,565 feet, passing through the Muir Tunnel, which has a length of 5,800 feet. We now descend the mountains 1,350 feet and find ourselves at Livingston, the Gateway to the Yellowstone National Park.

The Yellowstone National Park.

We shall reach Livingston at 10.00 P. M. and remain upon the cars until morning, when we shall journey southward over the National Park Branch to Cinnabar. As the round of the park is to be the same that has already been described in connection with the other excursions, we shall in this place confine ourselves to a mere outline of the tour. The two parties will reach Mammoth Hot Springs on different days of the week (the first party Thursday, August 25, and the second Wednesday, September 14), but precisely the same points will be visited, both tours being practically alike.

Leaving Mammoth Hot Springs, the parties will proceed southward, *via* the Golden Gate and Obsidian Cliff, to Norris Geyser Basin, where there will be a halt for lunch. The afternoon journey will extend through the Norris Geyser Basin, the Gibbon Cañon, and by the beautiful Gibbon Falls. The Fountain Hotel will be made the

halting place for the night, and there will be ample time to visit the Fountain Geyser, the Mammoth Paint Pots, and the other objects in the vicinity.

Leaving the Fountain Hotel the next morning, there will be a short ride to the Excelsior Geyser and the neighboring springs, and from thence to the Upper Basin, where the big geysers are situated. Old Faithful, the Bee Hive, and the Giantess are near the hotel, while the Castle, Giant, Grotto, Grand, Splendid, and others are within easy walking distance.

From the Upper Geyser Basin the parties will proceed to Yellowstone Lake over the new road, arriving at West Bay, or The Thumb, about noon, and at the Yellowstone Lake Hotel in the afternoon.

The next stage of the journey leads down the valley of the Yellowstone to the Grand Cañon Hotel, which stands in proximity to the Falls of the Yellowstone, and the grandest scenic feature of the park, the Yellowstone Cañon. After an inspection of these wonders there will be a short stage ride to the Norris Geyser Basin Hotel, and from thence back to Mammoth Hot Springs is a journey of a few hours only. After a night's rest at the Springs, the parties will return to Cinnabar and Livingston, resuming their east-bound journey on the main line of the Northern Pacific Railroad (Thursday, September 1, and Wednesday, September 21).

A full week will be given to the park excursion — a longer time than is generally assigned to this round by tourists — and there will, of course, be ample time for sight-seeing at all the principal points of interest.

From the Park Eastward.

The journey over the Northern Pacific Railroad, from Livingston eastward, will take the traveler through Montana, North Dakota, and Minnesota. The Bad Lands

of Dakota will be passed through in daylight, and other interesting sections of the route will also be seen under the same favorable conditions. During this part of the trip meals will be served on one of the elegant dining-cars of the Northern Pacific line.

Minneapolis and St. Paul.

Visits will be paid to both these cities and in each place there will be a carriage ride to facilitate sight-seeing. The West Hotel in Minneapolis and the Hotel Ryan in St. Paul will be made the places of sojourn.

From St. Paul to Chicago.

The first party will leave St. Paul Tuesday evening, September 6, and the second Monday evening, September 26. The Wisconsin Central line will be the one over which the parties will proceed to Chicago, and that city will be reached about ten o'clock the succeeding forenoon.

At Chicago.

There will be an omnibus transfer from the Wisconsin Central station to the Sherman House, where the visitors will remain until the succeeding afternoon. There will be no programme of action while in Chicago, but there will be ample time for the visitors to see much of the city and its surroundings.

From Chicago Eastward.

There will be a transfer from the Sherman House to the Dearborn station, from whence we shall depart *via* the Chicago & Grand Trunk Railway at 3.00 P. M. Supper will be provided on a Chicago & Grand Trunk dining-car. At Port Huron we enter upon the Grand Trunk Railway, and crossing the St. Clair River to Sarnia, through the new tunnel, proceed over the Southern Division of that road to Suspension Bridge.

Niagara Falls.

Niagara Falls will be reached shortly after 8.00 A. M., and the day will be passed here. Both breakfast and dinner will be provided at the International Hotel.

From Niagara Falls Homeward.

Leaving Niagara Falls by the West Shore route at 5.08 P. M., the parties will proceed eastward, and arrive in Boston (Fitchburg Railroad station, Causeway street) at 9.50 the succeeding morning, Saturday, September 10, and Friday, September 30.

Price of Tickets.

The price of tickets for the excursion described in the foregoing pages is THREE HUNDRED AND TEN DOLLARS. This sum covers all needed expenses of the entire round trip of thirty-three days from Boston back to Boston, inclusive of the following items: All transportation by rail and stage lines; a double berth (one-half section) in the Wagner or Pullman palace sleeping-cars during the railway journeys, except in some of the short daylight trips; hotel accommodations in Denver, Manitou Springs, Salida, Salt Lake City, at Mammoth Hot Springs, Fountain Hotel, Upper Geyser Basin, Yellowstone Lake and Yellowstone Cañon, Minneapolis, St. Paul, and Chicago; incidental meals at hotels, dining stations, stage stations, and in dining-cars; transfers in Denver, Manitou Springs, Salt Lake City, Anaconda, Minneapolis, St. Paul, Chicago, and Niagara Falls; carriage rides in Denver, Manitou Springs, Minneapolis, and St. Paul; the excursion from Manitou Springs to the summit of Pike's Peak; transportation and care of all checked baggage, and the service of conductors.

The return tickets from the Yellowstone National Park are good for six months.

ITINERARY.

TUESDAY, Aug. 9. First Party.	}	<i>First Day.</i> —Leave Boston at 8.30 A. M from the
MONDAY, Aug. 29. Second Party.	}	station of the Fitchburg Railroad, Causeway street,

via the Hoosac Tunnel line, in Wagner sleeping and drawing-room cars. On arriving at the station members of the party should check their baggage to Denver. The checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel in St. Paul. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Dinner at the station dining-rooms, North Adams, Mass.; from Rotterdam Junction westward on West Shore Railroad; supper at station dining-rooms, Syracuse.

WEDNESDAY, Aug. 10. First Party.	}	<i>Second Day.</i> — <i>En route</i> westward. From Suspension
TUESDAY, Aug. 30. Second Party.	}	Bridge <i>via</i> the Great Western Division of Grand

Trunk Railway; breakfast at station dining-rooms, Point Edward; from Port Huron westward on Chicago & Grand Trunk Railway; dinner at station dining-rooms, Battle Creek, Mich.; arrive in Chicago 5.50 P. M.; transfer by Parmelee's omnibuses from the Dearborn station (Polk and Dearborn streets) to the Sherman House, J. Irving Pearce, proprietor; supper there; omnibus transfer from the Sherman House to the station of the Chicago, Rock Island & Pacific Railway (Van Buren street, between Pacific avenue and Sherman street), and leave Chicago by said line at 10.00 P. M.

NOTE.—Railway time changes at Port Huron, Mich., from Eastern standard, or 75th meridian, to Central standard, or 90th meridian—one hour slower.

THURSDAY, Aug. 11. First Party.	}	<i>Third Day.</i> —On the Chicago, Rock Island & Pacific
WEDNESDAY, Aug. 31. Second Party.	}	Railway <i>en route</i> through Iowa, Nebraska, and Kansas;

meals on Chicago, Rock Island & Pacific dining-car.

NOTE.—Railway time changes at Phillipsburg, Kan., from Central standard, or 90th meridian, to Mountain standard, or 105th meridian—one hour slower.

FRIDAY, Aug. 12. First Party.	}	<i>Fourth Day.</i> —Arrive in Denver 7.40 A. M.; omnibus
THURSDAY, Sept. 1. Second Party.	}	transfer from the Union station to The Albany, H. A. Sisson, manager; carriage ride, visiting Capitol Hill and the finest residence and business sections of the city.

SATURDAY, Aug. 13. First Party. } *Fifth Day.*— In Denver. Omnibus transfer to the
 FRIDAY, Sept. 2. Second Party. } Union station, and leave Denver, *via* the Denver &
 Rio Grande Railway, at 4.00 P. M.; arrive at Manitou Springs 7.00 P. M.; omnibus transfer to the Barker
 House, C. W. Barker, proprietor, or the Cliff House, E. E. Nichols, proprietor, and E. E. Nichols, Jr.,
 manager.

SUNDAY, Aug. 14. First Party. }
 SATURDAY, Sept. 3. Second Party. } *Sixth Day.*— At Manitou Springs.

MONDAY, Aug. 15. First Party. }
 SUNDAY, Sept. 4. Second Party. } *Seventh Day.*— At Manitou Springs.

TUESDAY, Aug. 16. First Party. } *Eighth Day.*— At Manitou Springs. Carriage ride
 MONDAY, Sept. 5. Second Party. } with visits to the Garden of the Gods and other points
 of interest in and near Manitou Springs; in the afternoon excursion to the summit of Pike's Peak by the
 Manitou Springs & Pike's Peak Railway, leaving Manitou Springs at 1.45 P. M. and returning at 6.05 P. M.;
 omnibus transfer to and from the Manitou & Pike's Peak Railway station.

NOTE.— Both the carriage ride and Pike's Peak excursion may be taken on other days of the stay, if
 preferred.

WEDNESDAY, Aug. 17. First Party. } *Ninth Day.*— Leave Manitou Springs at 11.30 A. M.,
 TUESDAY, Sept. 6. Second Party. } and Colorado Springs at 11.55 A. M., *via* Denver &
 Rio Grande Railway; arrive at Pueblo 1.15 P. M.; dinner at station dining-rooms, Rio Grande Hotel
 Company, proprietors, E. A. Thayer, manager; leave Pueblo 1.40 P. M.; pass through the Royal Gorge
 during the afternoon; arrive at Salida 5.40 P. M.; stay at The Monte Cristo Hotel, Rio Grande Hotel
 Company, proprietors, E. A. Thayer, manager.

THURSDAY, Aug. 18. First Party. } *Tenth Day.*— Leave Salida at 6.30 A. M. *via* Denver
 WEDNESDAY, Sept. 7. Second Party. } & Rio Grande Railway Company's Gunnison (narrow
 gauge) line and proceed over the Marshall Pass; arrive at Gunnison 11.25 A. M.; dinner at La Veta
 Hotel; leave Gunnison 4.20 P. M.; re-cross the Marshall Pass and arrive at Salida 8.45 P. M.; supper at
 the Monte Cristo Hotel and go on board sleeping-cars at night.

- FRIDAY, Aug. 19. First Party. } *Eleventh Day.*—Leave Salida at 3.05 A. M.; cross Tennessee Pass; arrive at Minturn 7.53 A. M.; breakfast at station dining-rooms, Rio Grande Hotel Company, proprietors, E. A. Thayer, manager; arrive at Glenwood Springs 10.08 A. M.; dinner and supper at the Hotel Glenwood, Gelder & Ensengerger, proprietors; go on board sleeping-cars at night.
- THURSDAY, Sept. 8. Second Party. } *Twelfth Day.*—Leave Glenwood Springs 1.30 A. M.; from Grand Junction westward *via* Rio Grande Western Railway; arrive at Green River, Utah, 8.25 A. M.; breakfast at Palmer House; arrive at Provo, Utah, 2.50 P. M.; dinner at station dining-rooms; arrive at Salt Lake City 4.35 P. M.; omnibus transfer to The Knutsford, G. S. Holmes, proprietor.
- SATURDAY, Aug. 20. First Party. } *Thirteenth Day.*—In Salt Lake City.
- SATURDAY, Sept. 10. Second Party. } *Fourteenth Day.*—In Salt Lake City.
- MONDAY, Aug. 22. First Party. } *Fifteenth Day.*—Omnibus transfer from The Knutsford to the Rio Grande Western station, and leave Salt Lake City by said line at 9.22 A. M.; arrive at Ogden 10.35 A. M.; dinner at station dining-rooms; leave Ogden at 12.30 P. M. *via* Utah & Northern Railroad (Union Pacific system); arrive at Pocatello, Idaho, 5.35 P. M.; supper at station dining-rooms; leave Pocatello 6.20 P. M.
- SUNDAY, Sept. 11. Second Party. } *Sixteenth Day.*—From Silver Bow, Montana, to Anaconda *via* Montana Union Railway; arrive at Anaconda 6.50 A. M.; omnibus transfer to The Montana, Marcus Daly, proprietor, and C. W. Loomis, manager; breakfast and dinner there; omnibus transfer from The Montana to the Montana Union Railway station, and leave Anaconda 2.50 P. M.; arrive at Butte 4.15 P. M.; leave Butte *via* Northern Pacific Railroad 4.45 P. M.; supper on Northern Pacific dining-car; arrive at Livingston 10.00 P. M.; remain on sleeping-cars.
- MONDAY, Sept. 12. Second Party. } *Seventeenth Day.*—Breakfast on Northern Pacific dining-car; leave Livingston, *via* National Park Branch of Northern Pacific Railroad, 8.15 A. M.; arrive at Cinnabar 10.18 A. M.; leave Cinnabar by stage 10.45 A. M.; arrive at Mammoth Hot Springs 12.45 P. M.
- THURSDAY, Aug. 25. First Party. }
- WEDNESDAY, Sept. 14. Second Party. }

NOTE.—The hotels in the Yellowstone National Park are under the direction of W. G. Johnson as general manager.

FRIDAY, Aug. 26. First Party. } *Eighteenth Day.*—Leave Mammoth Hot Springs by
THURSDAY, Sept. 15. Second Party. } stage at 8.00 A. M. for the tour around the park; arrive
at Norris Geyser Basin Hotel 12.00 M.; lunch there; leave Norris Geyser Basin 1.30 P. M.; arrive at
Fountain Hotel, Lower Geyser Basin, 5.30 P. M.

SATURDAY, Aug. 27. First Party. } *Nineteenth Day.*—Leave Fountain Hotel 8.00 A. M.;
FRIDAY, Sept. 16. Second Party. } visit Excelsior Geyser, Turquoise Spring, Prismatic
Spring, etc.; arrive at Upper Geyser Basin Hotel 11.00 A. M.

SUNDAY, August 28. First Party. *Twentieth Day.*—Remain at Upper Geyser Basin.

SATURDAY, September 17. Second Party. *Twentieth Day.*—Leave Upper Geyser Basin 8.00 A. M.;
arrive at West Bay, or Thumb, of Yellowstone Lake 11.30 A. M.; lunch there; leave West Bay 2.00 P. M.;
arrive at Yellowstone Lake Hotel 5.00 P. M.

MONDAY, August 29. First Party. *Twenty-first Day.*—Leave Upper Geyser Basin 8.00 A. M.;
arrive at West Bay 11.30 A. M.; lunch there; leave West Bay 2.00 P. M.; arrive at Yellowstone Lake
Hotel 5.00 P. M.

SUNDAY, September 18. Second Party. *Twenty-first Day.*—At Yellowstone Lake.

TUESDAY, Aug. 30. First Party. } *Twenty-second Day.*—Leave Yellowstone Lake Hotel
MONDAY, Sept. 19. Second Party. } 8.00 A. M.; arrive at Grand Cañon Hotel 12.00 M.

WEDNESDAY, Aug. 31. First Party. } *Twenty-third Day.* At Grand Cañon Hotel. Leave
TUESDAY, Sept. 20. Second Party. } at 10.00 A. M.; arrive at Norris Geyser Basin Hotel

12.00 M.; lunch there; leave Norris Geyser Basin 1.30 P. M.; arrive at Mammoth Hot Springs Hotel
5.30 P. M.

THURSDAY, Sept. 1. First Party. } *Twenty-fourth Day.*—At Mammoth Hot Springs.

WEDNESDAY, Sept. 21. Second Party. } Leave the Springs 4.00 P. M. by stage; arrive at Cinna-
bar 6.00 P. M.; leave Cinnabar *via* National Park Branch of Northern Pacific Railroad; supper on
Northern Pacific dining-car; arrive at Livingston 8.15 P. M.; leave Livingston, *via* main line of Northern
Pacific Railroad, 10.10 P. M.

- FRIDAY, Sept. 2. First Party. } *Twenty-fifth Day.*—On the Northern Pacific Railroad *en route* eastward through Montana and North Dakota. Meals on Northern Pacific dining-car.
- THURSDAY, Sept. 22. Second Party. } *Twenty-sixth Day.*—On the Northern Pacific Railroad *en route* through North Dakota and Minnesota. Breakfast on Northern Pacific dining-car; arrive at Minneapolis 12.05 P. M.; omnibus transfer to the West Hotel, John T. West, proprietor; carriage ride, visiting Minnehaha Falls, the finest business and residence sections of the city, the great flour mills, the bridge below St. Anthony's Falls, the Exposition Building, Suspension Bridge, etc.
- SATURDAY, Sept. 3. First Party. } *Twenty-seventh Day.*—In Minneapolis.
- FRIDAY, Sept. 23. Second Party. } *Twenty-eighth Day.*—Remain in Minneapolis until afternoon; omnibus transfer to the Union station, and leave Minneapolis at 5.30 P. M. *via* Northern Pacific Railroad; arrive in St. Paul 6.25 P. M.; omnibus transfer from the Union station to the Hotel Ryan, Eugene Mehl & Son, proprietors.
- MONDAY, September 5. First Party. *Twenty-ninth Day.*—In Minneapolis. Omnibus transfer to the Union station, and leave Minneapolis at 12.45 P. M.; arrive in St. Paul 1.30 P. M.; omnibus transfer to the Hotel Ryan.
- SUNDAY, September 25. Second Party. *Thirtieth Day.*—In St. Paul.
- TUESDAY, Sept. 6. First Party. } *Thirty-first Day.*—In St. Paul. Carriage ride, visiting the chief business and residence portions of the city, the Capitol, Summit avenue, the Observatory (midway between St. Paul and Minneapolis, and affording a view of both cities), Fort Snelling, etc.; omnibus transfer from the Hotel Ryan to the Union station, and leave St. Paul *via* the Wisconsin Central line at 7.15 P. M.
- MONDAY, Sept. 26. Second Party. } *Thirty-second Day.*—Breakfast on Wisconsin Central dining-car; arrive in Chicago 10.00 A. M.; transfer by Parmelee's omnibus line from the Wisconsin Central Railroad station (corner Harrison street and Fifth avenue) to the Sherman House, J. Irving Pearce, proprietor.
- WEDNESDAY, Sept. 7. First Party. } *Thirty-third Day.*—In Chicago. Omnibus transfer from the Sherman House to the Dearborn station
- TUESDAY, Sept. 27. Second Party. } *Thirty-fourth Day.*—In Chicago. Omnibus transfer from the Sherman House to the Dearborn station
- THURSDAY, Sept. 8. First Party. } *Thirty-fifth Day.*—In Chicago. Omnibus transfer from the Sherman House to the Dearborn station
- WEDNESDAY, Sept. 28. Second Party. } *Thirty-sixth Day.*—In Chicago. Omnibus transfer from the Sherman House to the Dearborn station

(Polk and Dearborn streets), and leave Chicago at 3.00 P. M. *via* Chicago & Grand Trunk Railway; supper on Chicago & Grand Trunk dining-car.

NOTES.— Members of the party who return independently from Chicago eastward will be required to exchange their east-bound passage and sleeping-car coupons at the city ticket office of the Chicago & Grand Trunk Railway, 103 South Clark street, E. H. Hughes, agent (to whom all applications in advance for sleeping-berths should be addressed) or at the station ticket office (Dearborn station, Polk and Dearborn streets). The regular trains leave Chicago at 3.00 P. M. and 8.15 P. M. Persons desirous of availing themselves of the "stop-over" privileges at Niagara Falls (the only point east of Chicago where "stop-offs" are permitted) can take the train leaving Chicago at 3.00 P. M., and, arriving at Niagara Falls the next morning, await there the departure of the afternoon train.

Railway time changes at Port Huron, Mich., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian — one hour faster.

FRIDAY, Sept. 9. First Party.	}	<i>Thirty-second Day.</i> — From Port Huron eastward on
THURSDAY, Sept. 29. Second Party.		Southern Division of Grand Trunk Railway; arrive at Niagara Falls, Province of Ontario, 7.30 A. M., and Niagara Falls, N. Y., 8.06 A. M.; omnibus transfer to the International Hotel, International Hotel Company, proprietors; breakfast and dinner there; omnibus transfer to the New York Central & Hudson River Railroad station, and leave Niagara Falls, <i>via</i> West Shore Railroad line, 5.08 P. M.; arrive at Buffalo 5.50 P. M.; supper at station dining-rooms; leave Buffalo 6.15 P. M.

SATURDAY, Sept. 10. First Party.	}	<i>Thirty-third Day.</i> From Rotterdam Junction east-
FRIDAY, Sept. 30. Second Party.		ward <i>via</i> Fitchburg Railroad (Hoosac Tunnel line); arrive at Athol, Mass., 6.57 A. M.; breakfast at station dining-rooms, W. E. Wood, proprietor; arrive in Boston (Fitchburg Railroad station, Causeway street) 9.50 A. M.

Table of Distances.

	MILES.
From Boston to Rotterdam Junction, N. Y., Fitchburg Railroad.....	212
" Rotterdam Junction to Suspension Bridge, West Shore Railroad.....	292
" Suspension Bridge to Port Huron, Mich., Southern Division of the Grand Trunk Railway..	180½
" Port Huron to Chicago, Chicago & Grand Trunk Railway.....	330½
Distances carried forward.....	1,015

	MILES.
Distances brought forward.....	1,015
" Chicago to Denver, Col., Chicago, Rock Island & Pacific system.....	1,093
" Denver to Manitou Springs, Denver & Rio Grande Railway.....	81
" Manitou Springs to summit of Pike's Peak, Manitou Springs & Pike's Peak Railway.....	19½
" Manitou to Salida, Col., Denver & Rio Grande Railway.....	148
" Salida to Gunnison and return, narrow-gauge division of Denver & Rio Grande Railway....	146
" Salida to Grand Junction, Col., Denver & Rio Grande Railway.....	229
" Grand Junction to Salt Lake City and Ogden, Utah, Rio Grande Western Railway.....	328
" Ogden to Silver Bow, Mon., Utah & Northern Division of Union Pacific Railway.....	390
" Silver Bow to Anaconda, and Anaconda to Butte, Montana Union Railway.....	47
" Butte to Livingston, Northern Pacific Railroad.....	120
" Livingston to Cinnabar, Yellowstone Park Branch of Northern Pacific Railroad.....	51
" Cinnabar to Mammoth Hot Springs, stage.....	7
" Mammoth Hot Springs to Lower Geyser Basin, stage.....	42
" Lower Geyser Basin to Upper Geyser Basin, stage.....	8
" Upper Geyser Basin, <i>via</i> new road, to Yellowstone Lake, stage.....	33
" Yellowstone Lake to Grand Cañon Hotel, stage.....	18
" Grand Cañon Hotel to Mammoth Hot Springs, stage.....	33
" Mammoth Hot Springs to Cinnabar, stage.....	7
" Cinnabar to Livingston, Yellowstone Park Branch of Northern Pacific Railroad.....	51
" Livingston to St. Paul, Northern Pacific Railroad (main line).....	1,007
" St. Paul to Chicago, Wisconsin Central line.....	462
" Chicago to Port Huron, Mich., Chicago & Grand Trunk Railway.....	330½
" Port Huron, Mich., to Suspension Bridge, Southern Division of Grand Trunk Railway....	180½
" Suspension Bridge to Rotterdam Junction, West Shore Railroad.....	292
" Rotterdam Junction to Boston, Mass.....	212
Total.....	6,350½

The following States and Territories will be passed through in course of the tour :


The States of Massachusetts, Vermont, New York, Michigan, Indiana, Illinois, Iowa,

Nebraska, Kansas, Colorado, Idaho, Montana, Wyoming, North Dakota, Minnesota, and Wisconsin (16); the Territory of Utah (1); and also the Province of Ontario in the Dominion of Canada (1).

Tickets for Excursion No. 1 must be taken on or before Friday, August 5, and for Excursion No. 2, on or before Thursday, August 25, four days previous to the dates of departure.

W. RAYMOND.

I. A. WHITCOMB.

 Tickets for these excursions, additional copies of this circular, and all needed information can be obtained of

RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.

Clothing for the Journey.

Although the excursions are to be made in the warm months of the year, there will be reason to guard against cool weather within the Yellowstone National Park, where frosts are of almost nightly occurrence through the summer season; and also in the journey over the Canadian Pacific Railway in October. In the railway journeys in July and August, both by the Northern Pacific and Canadian Pacific lines, warm weather is likely to be encountered. In the Pacific Northwest the temperature is very genial. It would be a good plan to carry a suit of clothing especially for service within the park, and this should be of such stout material as to stand a bit of "rough work," if any such be thought desirable in the tramps among the springs and geysers. Stout boots or shoes are prime necessities, inasmuch as the surface of the geyser mounds, and in many places large tracts of territory to be walked over in visiting the chief points of interest, are rough. Some persons may also find rubber overshoes of use, as there are many wet places around the geysers and hot springs. For gentlemen negligé traveling shirts are far more serviceable than the starched article. There are no "dress occasions" within the park, at least beyond the hotel at Mammoth Hot Springs; and only to that point will the heavy or checked luggage be conveyed, hand parcels only being taken in the wagons which carry the visitors around the park. Rubber overcoats and waterproofs, will, of course, suggest themselves. "Dusters" will doubtless be of use in the railway journeys, as they are in all parts of the country.

GUIDE BOOKS, ETC.

The books of travel and adventure relating to the Yellowstone National Park and to the diverse sections of country passed through in the various excursions are legion, and we will not attempt to give more than a few hints regarding the same.

The Yellowstone National Park.

The Fifth Annual Report of the United States Geological and Geographical Survey (for 1871) contains Dr. F. V. Hayden's original account of the Yellowstone Park region; and the subsequent volumes also contain much relating thereto, the fullest and most exhaustive account yet prepared appearing in the *Twelfth Report* (1878). Part II of the latter (503 pages), together with numerous maps, includes interesting contributions by W. H. Holmes on the Geology of the Park, Dr. A. C. Peale on Thermal Springs, and Henry Gannett on the Topography of the Park.

A paper by Mr. Joseph P. Iddings on *Obsidian Cliff* appeared in the *Seventh Annual Report* of the Director of the United States Geological Survey (1885-6); and one by Walter H. Weed on *Formation of Travertine and Siliceous Sinter by the Vegetation of Hot Springs*, in the *Ninth Annual Report* (1887-8).

Mr. Arnold Hague's paper — *Geological History of the Yellowstone National Park* — appears in the "Transactions of the American Institute of Mining Engineers for 1887."

The reports of Captain William A. Jones, General W. F. Reynolds, Rossiter W. Raymond, Captain J. W. Barlow, Captain D. P. Heap, Professor F. B. Comstock, General W. T. Sherman, General P. H. Sheridan, Superintendent N. P. Langford, P. W. Norris, and P. H. Conger, and others, will be found in documents printed by order of the government.

The American Encyclopædia, *Johnson's New Universal Encyclopædia*, *New British Encyclopædia*, *Picturesque America*, *Scribner's Magazine* for 1871, '72, and '73, *Lippincott's Magazine* for 1880, *The Southern Magazine* for 1871, *Appleton's Journal* for 1881, *Nature* for 1872, *Chambers' Journal* for 1882, and the *United States Census Report* for 1880, all contain articles relating to the park; and the later works on geology by Geikie, Dana, and Le Conte have scientific references to its marvels.

There are many books of travel relating to the park, and among them are *The Great Divide*, by Lord Dunraven; James Richardson's *Wonders of the Yellowstone*; *Horseback Rides through the Yellowstone Park*, by H. J. Norton; *Camp and Cabin*, by Rossiter W. Raymond; *Rambles in Wonderland*, by Edwin J. Stanley; *A Pilgrimage to Geyser Land*; or, *Montana on Muleback*, by Ellsworth Spencer; *Rambles Overland*, by Rev. Almond Gunnison, D. D.; and *The New Eldorado*, by Maturin M. Ballou. The latter is a late work devoted largely to Alaska, but descriptive also of a visit to the park, and of journeys over both the Northern Pacific and Canadian Pacific lines.

A complete list of all works having reference to the Yellowstone Park (published previous to 1882), and also lists of authorities on the thermal springs of all parts of the world, will be found in *Hayden's Twelfth Report* (Part II., pages 427-499).

Some of the maps, folders, and descriptive pamphlets issued by the Northern Pacific Railroad contain much information.

The latest and most useful hand-book for the visitor to the American Wonderland is the *Practical Guide to Yellowstone National Park*, by A. B. Guptill, illustrated and published by F. Jay Haynes & Brother. A pocket edition (50 cents) may be obtained at Mammoth Hot Springs.

The Pacific Northwest, California, etc.

Numerous guide books of a local character may be purchased in the principal localities visited, but there is a lack of comprehensive books of this class covering the long transcontinental routes. The publications of the several railroad companies are generally very useful in this connection, and the same may be said regarding maps. In the way of general guide books relating to California there are several which may be bought at the book-stands.

The Crest of the Continent, by Ernest Ingersoll, is a description of the scenery on the

line of the Denver & Rio Grande route. The most interesting features of the scenery on that route are also illustrated very handsomely, giving the book a double interest.

Over the Range to the Golden Gate, by Stanley Wood, is another excellent work devoted largely to the same route.

The most complete and exhaustive work upon California and the Pacific Coast is comprised in Hubert Howe Bancroft's series of volumes published by A. L. Bancroft & Co., of San Francisco.

The Round Trip from the Hub to the Golden Gate, by Susie G. Clark, is an entertaining account of a journey to the Pacific Coast and back again. Published by Lee & Shepard, Boston. *Lorita*, by the same writer, a tale of Alaskan life, is a still later publication.

Among other works on the Pacific Coast are *Southern California*, by Theodore S. Van Dyke; *Our Italy*, by Charles Dudley Warner; *California of the South*, by Walter Lindley, M. D., and J. P. Widney, M. D.; *In the Heart of the Sierras*, by J. M. Hutchings; *Santa Barbara and Around There*, by Edward Roberts; *Ramona*, by Helen Hunt Jackson; *Handbook of the Lick Observatory*, by Professor Edward S. Holden; *A Pacific Coast Scenic Tour*, by Henry T. Finck; Washington Irving's *Astoria*; and *The Wealth and Resources of Oregon and Washington*, by C. N. Miller (issued by the Union Pacific Railway Company).

The Rocky Mountains and the Pacific Slope is an illustrated work recently published in parts by the J. Dewing Publishing Company. The work was edited by John Muir.

Wild Flowers of the Pacific Coast and *Wild Flowers of the Rocky Mountains*, by Emma Homan Thayer, are two superbly illustrated books, published by Cassell & Co., of New York. The illustrations are from water-color paintings executed by Mrs. Thayer, and reproduce with fidelity every shade of color in the originals.

The Great Northwest, a guide book and itinerary for use of travelers over the Northern Pacific Railroad and its allied lines, is published by Riley Brothers, of St. Paul.

A History of the Northern Pacific Railroad, by E. V. Smalley, is an account of that great enterprise from the time of its inception, in 1834, to opening of the road in 1883.

Lake Bonneville, by Grove Karl Gilbert, of the United States Geological Survey, is a valuable contribution to scientific knowledge regarding the early condition of things in the Great Salt Lake Basin. It forms Monograph 1 in connection with the present series of Geological Reports (Maj. J. W. Powell's).

The Northwest, published by E. V. Smalley, St. Paul, Minn., at \$1.50 per year, is devoted largely to articles descriptive of the Pacific Northwest. *Lewis and Dryden's Railway Guide*, published at Portland monthly, at \$1 per annum, is the official organ of northwestern transportation lines, and is also devoted to the development of that section of the country.

Photographs.

F. J. Haynes, of St. Paul, Minn., has made a specialty of photographing the geysers and other wonders of the Yellowstone National Park. His views are sold at the Mammoth Hot Springs, and also at No. 392 Jackson street, St. Paul, where tourists will be welcomed at all times. Catalogues will be sent from St. Paul on application.

In San Francisco choice photographs may be obtained of I. W. Taber & Co., No. 8 Montgomery street. Fine photographic views (large or small sizes) of California scenery may be had of Taber & Co., or at the Watkins Yosemite Art Gallery, Palace Hotel.

Jackson's photographic views of scenery in Colorado, New Mexico, etc., may be ordered of the W. H. Jackson Photograph Company, 1,615 Arapahoe street, Denver, Col. Catalogues will be sent on application. W. K. Vickery, 108 Grant avenue, San Francisco, is the agent for the sale of Jackson's views in that city.

SIXTY-FIVE SUMMER AND AUTUMN TRIPS TO EASTERN RESORTS.

Season of 1892.

No. 1, July 5-9.—The White Mountains, including the Franconia Notch, Flume, and Pool, Flume House, Profile House, a night on the summit of Mount Washington, Fabyan House, Mount Pleasant House, Crawford House, Mount Willard, White Mountain Notch, and North Conway.

\$32.50

No. 2, July 6-13.—The White Mountains, including the Franconia Notch, Flume, and Pool, Flume House, Profile House, a night on the summit of Mount Washington, Crawford House, Mount Willard, White Mountain Notch, Pinkham Notch, Glen House; and homeward *via* Gorham and Portland.

\$50.00

No. 3, July 11-20.—Hudson River, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington, Vt., and the White Mountains, including the Profile House, Franconia Notch, Flume and Pool, a night on the summit of Mount Washington, Fabyan House, Mount Pleasant House, Crawford House, Mount Willard, White Mountain Notch, etc.

\$65.00

No. 4, July 11-22.—Hudson River, Albany, Trenton Falls, the Thousand Islands, Alexandria Bay, St. Lawrence River and Rapids, Montréal, Québec, Lake Memphremagog, etc.

\$75.00

No. 5, July 11-22.—Hudson River, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington, Vt., Montréal, Québec, Lake Memphremagog, etc.

\$75.00

No. 6, July 11-22.—Hudson River, Saratoga, Lake George, Lake Champlain, the Adirondack Mountains (including Elizabethtown, the beautiful Keene Valley, Lake Placid, Adirondack Lodge, Ausable Chasm, etc.), and Burlington, Vt.

\$70.00

No. 7, July 12-20.—Hoosac Tunnel Route, Saratoga, Lake George, Lake Champlain, Ausable

- Chasm, Burlington, Vt., and the White Mountains, including the Profile House, Franconia Notch, Flume and Pool, a night on the summit of Mount Washington, Fabyan House, Mount Pleasant House, Crawford House, Mount Willard, White Mountain Notch, etc. **\$62.00**
- No. 8, July 12-22.**—Hoosac Tunnel Route, Albany, Trenton Falls, the Thousand Islands, St. Lawrence River and Rapids, Montreal, Quebec, Lake Memphremagog, etc. **\$72.00**
- No. 9, July 12-22.**—Hoosac Tunnel Route, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington, Vt., Montreal, Quebec, Lake Memphremagog, etc. **\$72.00**
- No. 10, July 12-22.**—Hoosac Tunnel Route, Saratoga, Lake George, Lake Champlain, the Adirondack Mountains (including Elizabethtown, the beautiful Keene Valley, Lake Placid, Adirondack Lodge, Ausable Chasm, etc.), and Burlington, Vt. **\$67.00**
- No. 11, July 12-20.**—Isles of Shoals, Mount Desert, Green Mountain, Moosehead Lake, Mount Kineo House, Portland, Me., etc. **\$55.00**
- No. 12, July 12-18.**—The White Mountains, including North Conway, White Mountain Notch, Crawford House, Mount Pleasant House, Fabyan House, Mount Willard, a night on the summit of Mount Washington, Franconia Notch, Profile House, Flume House, Notch, Flume, Pool, etc. **\$40.00**
- No. 13, July 12-20.**—The White Mountains (including White Mountain Notch, Crawford House, and Fabyan House), Montreal, St. Lawrence and Saguenay Rivers, Québec, Falls of Montmorenci, Lake Memphremagog, etc. **\$60.00**
- No. 14, July 12-20.**—Hudson River, Catskill Mountains (including Catskill Mountain House, Kaaterskill Falls, and Stony Clove), Stamford, Cooperstown, Lake Otsego, Saratoga, and Hoosac Tunnel Route. **\$60.00**
- No. 15, July 12-23.**—Hudson River, Catskill Mountains (including the Catskill Mountain House, Kaaterskill Falls and Stony Clove), Stamford, Cooperstown, Otsego Lake, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington and Rutland, Vt. **\$75.00**
- No. 16, July 12-23.**—The Lehigh Valley, Mauch Chunk, Switchback Railway, Wyoming Valley, Watkins Glen, Niagara Falls, the Thousand Islands, Alexandria Bay, the Rapids of the St. Lawrence, Montreal, and Lake Memphremagog. **\$75.00**
- No. 17, July 12-August 3.**—The Lehigh Valley, Mauch Chunk, Switchback Railway, Wyoming Valley, Watkins Glen, Niagara Falls, the Thousand Islands, Alexandria Bay, the Rapids of the

St. Lawrence, Montreal, the Lower St. Lawrence, Saguenay River, Quebec, Montmorenci Falls, Lake St. John, Newport, Vt., Lake Memphremagog, and the White Mountains (including the Franconia Notch, Flume and Pool, Profile House, a night on the summit of Mount Washington, Crawford House, White Mountain Notch, and summit of Mount Willard). **\$140.00**

No. 18, July 13-August 2.— Moosehead Lake and Mount Kineo House, and from thence a comprehensive tour through the Maritime Provinces, with visits to St. Andrews, Fredericton, the St. John River, and the city of St. John, in New Brunswick; the Annapolis Valley, the Land of Evangeline, Halifax, and the coal regions of Nova Scotia; the beautiful Bras d'Or Lakes of Cape Breton Island; and Charlottetown and Summerside, in Prince Edward Island. **\$125.00**

No. 19, July 14-22.— The Adirondack Mountains (including Elizabethtown, the beautiful Keene Valley, Lake Placid, Adirondack Lodge, Ausable Chasm, etc.), and Burlington, Vt. **\$55.00**

No. 20, July 18-23.— Hudson River, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington, and Rutland, Vt. **\$38.50**

No. 21, July 19-23.— Hoosac Tunnel Route, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington and Rutland, Vt. **\$35.00**

No. 22, July 19-23.— The White Mountains, including the Franconia Notch, Flume, and Pool, the Flume House, Profile House, a night on the summit of Mount Washington, Fabyan House, Mount Pleasant House, Crawford House, Mount Willard, White Mountain Notch, and North Conway. **\$32.50**

No. 23, July 20-27.— The White Mountains, including the Franconia Flume and Pool, Franconia Notch, Flume House, Profile House, a night on the summit of Mount Washington, Crawford House, Mount Willard, White Mountain Notch, Pinkham Notch, Glen House, and homeward *via* Gorham and Portland. **\$50.00**

No. 24, July 28-August 1.— The White Mountains, including North Conway, White Mountain Notch, Crawford House, Mount Pleasant House, Fabyan House, Mount Willard, a night on the summit of Mount Washington, Profile House, Flume House, Franconia Notch, Flume, Pool, etc. **\$40.00**

No. 25, July 26-August 3.— The White Mountains (including White Mountain Notch, Crawford House, and Fabyan House), Montreal, the St. Lawrence and Saguenay Rivers, Quebec, Falls of Montmorenci, Lake Memphremagog, etc. **\$60.00**

- No. 26, August 8-13.**—Hudson River, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington and Rutland, Vt. **\$38.50**
- No. 27, August 8-19.**—Hudson River, Albany, Trenton Falls, the Thousand Islands, Alexandria Bay, St. Lawrence River and Rapids, Montreal, Quebec, Lake Memphremagog, etc. **\$75.00**
- No. 28, August 8-19.**—Hudson River, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington, Vt., Montreal, Quebec, Lake Memphremagog, etc. **\$75.00**
- No. 29, August 9-13.**—Hoosac Tunnel Route, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington and Rutland, Vt. **\$35.00**
- No. 30, August 9-19.**—Hoosac Tunnel Route, Albany, Trenton Falls, the Thousand Islands, Alexandria Bay, St. Lawrence River and Rapids, Montreal, Quebec, Lake Memphremagog, etc. **\$72.00**
- No. 31, August 9-19.**—Hoosac Tunnel Route, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington, Vt., Montreal, Quebec, Lake Memphremagog, etc. **\$72.00**
- No. 32, August 9-20.**—Montreal, the St. Lawrence and Saguenay Rivers, Quebec, Falls of Montmorenci, Lake St. John, Lake Memphremagog, etc. **\$75.00**
- No. 33, August 9-20.**—The Lehigh Valley, Mauch Chunk, Switchback Railway, Wyoming Valley, Watkins Glen, Niagara Falls, the Thousand Islands, Alexandria Bay, the Rapids of the St. Lawrence, Montreal, and Lake Memphremagog. **\$75.00**
- No. 34, August 9-31.**—The Lehigh Valley, Mauch Chunk, Switchback Railway, Wyoming Valley, Watkins Glen, Niagara Falls, the Thousand Islands, Alexandria Bay, the Rapids of the St. Lawrence, Montreal, the lower St. Lawrence, Saguenay River, Quebec, Montmorenci Falls, Lake St. John, Newport, Vt., Lake Memphremagog, and the White Mountains (including the Franconia Notch, Flume, and Pool, Profile House, a night on the summit of Mount Washington, Crawford House, White Mountain Notch, and summit of Mount Willard). **\$140.00**
- No. 35, August 23-27.**—Hudson River, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington, and Rutland, Vt. **\$38.50**
- No. 36, August 23-27.**—Hudson River, Albany, Valley of the Mohawk, Niagara Falls (Hoosac Tunnel Route), etc. **\$45.00**
- No. 37, August 23-27.**—Hoosac Tunnel Route, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington and Rutland, Vt. **\$35.00**

- No. 38, August 23-31.**— Montreal, the St. Lawrence and Saguenay Rivers, Quebec, Falls of Montmorenci, Lake Memphremagog, etc. **\$58.00**
- No. 39, August 30-September 3.**— The White Mountains, including the Franconia Notch, Flume, and Pool, The Flume House, Profile House, a night on Mount Washington, Fabyan House, Mount Pleasant House, Crawford House, Mount Willard, White Mountain Notch, and North Conway. **\$32.50**
- No. 40, September 5-14.**— Hudson River, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington, Vt., and the White Mountains, including the Profile House, Franconia Notch, Flume, and Pool, a night on the summit of Mount Washington, Crawford House, Mount Willard, and White Mountain Notch. **\$65.00**
- No. 41, September 5-16.**— Hudson River, Albany, Trenton Falls, the Thousand Islands, Alexandria Bay, St. Lawrence River and Rapids, Montreal, Quebec, Lake Memphremagog, etc. **\$75.00**
- No. 42, September 5-14.**— Hudson River, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington, Vt., Montreal, Quebec, Lake Memphremagog, etc. **\$75.00**
- No. 43, September 6-15.**— Hopsac Tunnel Route, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington, Vt., and the White Mountains, including the Profile House, Franconia Notch, Flume and Pool, a night on the summit of Mount Washington, Crawford House, Mount Willard, and White Mountain Notch. **\$62.00**
- No. 44, September 6-16.**— Hoosac Tunnel Route, Albany, Trenton Falls, the Thousand Islands, Alexandria Bay, St. Lawrence River, and Rapids, Montreal, Quebec, Lake Memphremagog, etc. **\$72.00**
- No. 45, September 6-16.**— Hoosac Tunnel Route, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington, Vt., Montreal, Quebec, Lake Memphremagog, etc. **\$72.00**
- No. 46, September 6-12.**— The White Mountains, including North Conway, White Mountain Notch, Crawford House, Mount Pleasant House, Fabyan House, Mount Willard, a night on the summit of Mount Washington, Profile House, Franconia Notch, Flume House, Flume, Pool, etc. **\$40.00**
- No. 47, September 6-14.**— The White Mountains (including White Mountain Notch, Crawford House, and Fabyan House), Montreal, St. Lawrence and Saguenay Rivers, Quebec, Falls of Montmorenci, Lake Memphremagog, etc. **\$60.00**

- No. 48, September 6-14.**—Hudson River, Catskill Mountains (including Catskill Mountain House, Kaaterskill Falls and Stony Clove), Stamford, Cooperstown, Lake Otsego, Saratoga, and Hoosac Tunnel Route. **\$60.00**
- No. 49, September 6-17.**—Hudson River, Catskill Mountains (including the Catskill Mountain House, Kaaterskill Falls and Stony Clove), Stamford, Cooperstown, Otsego Lake, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington, Vt., and Rutland, Vt. **\$75.00**
- No. 50, September 6-23.**—Hudson River, Catskill Mountains (including the Catskill Mountain House, Kaaterskill Falls and Stony Clove), Stamford, Cooperstown, Otsego Lake, Saratoga, Lake George, Lake Champlain, the Adirondack Mountains (including Elizabethtown, the Keene Valley, Lake Placid, Adirondack Lodge, Ausable Chasm, etc.), and Burlington, Vt. **\$112.00**
- No. 51, September 6-17.**—The Lehigh Valley, Mauch Chunk, Switchback Railway, Wyoming Valley, Watkins Glen, Niagara Falls, the Thousand Islands, Alexandria Bay, the Rapids of the St. Lawrence, Montreal, and Lake Memphremagog. **\$75.00**
- No. 52, September 6-28.**—The Lehigh Valley, Mauch Chunk, Switchback Railway, Wyoming Valley, Watkins Glen, Niagara Falls, the Thousand Islands, Alexandria Bay, the Rapids of the St. Lawrence, Montreal, the Lower St. Lawrence, Saguenay River, Quebec, Montmorenci Falls, Lake St. John, Newport, Vt., Lake Memphremagog, the White Mountains (including the Franconia Notch, Flume, and Pool, Profile House, a night on the summit of Mount Washington, Crawford House, White Mountain Notch, and summit of Mount Willard). **\$140.00**
- No. 53, September 7-27.**—Moosehead Lake, Mount Kineo House, and a comprehensive tour through the Maritime Provinces, with visits to St. Andrews, Fredericton, the St. John River, and the city of St. John, in New Brunswick; the Annapolis Valley, the Land of Evangeline, Halifax, and the coal regions of Nova Scotia; the beautiful Bras d'Or Lakes of Cape Breton Island; and Charlottetown and Summerside in Prince Edward Island. **\$125.00**
- No. 54, September 12-17.**—Hudson River, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington and Rutland, Vt. **\$38.50**
- No. 55, September 12-23.**—Hudson River, Saratoga, Lake George, Lake Champlain, the Adirondack Mountains (including Elizabethtown, the beautiful Keene Valley, Lake Placid, Adirondack Lodge, Ausable Chasm, etc.), and Burlington, Vt. **\$70.00**
- No. 56, September 13-17.**—Hoosac Tunnel, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington and Rutland, Vt. **\$35.00**

- No. 57, September 13-23.**—Hoosac Tunnel, Saratoga, Lake George, Lake Champlain, the Adirondack Mountains (including Elizabethtown, the beautiful Keene Valley, Lake Placid, Adirondack Lodge, Ausable Chasm, etc.), and Burlington, Vt. **\$67.00**
- No. 58, September 13-17.**—The White Mountains, including the Franconia Notch, Flume, and Pool, the Flume House, Profile House, a night on the summit of Mount Washington, Fabyan House, Mount Pleasant House, Crawford House, Mount Willard, White Mountain Notch, and North Conway. **\$32.50**
- No. 59, September 13-21.**—Isles of Shoals, Mount Desert, Green Mountain, Moosehead Lake, Mount Kineo House, Portland, Me., etc. **\$55.00**
- No. 60, September 14-21.**—The White Mountains, including the Franconia Notch, Flume, and Pool, Flume House, Profile House, a night on the summit of Mount Washington, Crawford House, Mount Willard, White Mountain Notch, Pinkham Notch, Glen House, and homeward *via* Gorham and Portland. **\$50.00**
- No. 61, September 15-23.**—The Adirondack Mountains (including Elizabethtown, the beautiful Keene Valley, Lake Placid, Adirondack Lodge, Ausable Chasm, etc.), and Burlington, Vt. **\$55.00**
- No. 62, September, 20-26.**—The White Mountains, including North Conway, White Mountain Notch, Crawford House, Mount Pleasant House, Fabyan House, Mount Willard, a night on the summit of Mount Washington, Profile House, Flume House, Franconia Notch, Flume, Pool, etc. **\$40.00**
- No. 63, September 22-27.**—Hudson River, Albany, Valley of the Mohawk, Niagara Falls, Hoosac Tunnel Route, etc. **\$45.00**
- No. 64, September 22-October 5.**—Fall River Line to New York, thence *via* Harrisburg to the Battlefield of Gettysburg, Blue Mountain House, Harper's Ferry, Shenandoah Valley, Luray Caverns, Grottoes of the Shenandoah, the Natural Bridge of Virginia, Valley of the James River, Richmond, Old Point Comfort, and Washington, D. C.; and homeward *via* Baltimore, Philadelphia, and New York. **\$85.00**
- No. 65, September 27-October 5.**—Fall River Line to New York, thence *via* Harrisburg to the Battlefield of Gettysburg, Hagerstown, Harper's Ferry, and Washington; with a return *via* Baltimore, Philadelphia, and New York. **\$45.00**

OTHER TOURS.

TWO GRAND EXCURSIONS TO ALASKA.

The outward route over the Canadian Pacific Railway, and the return over the Northern Pacific Railroad, with a week in the Yellowstone National Park, Saturday, July 9, and Saturday, July 23.

ANNUAL WINTER TRIPS TO CALIFORNIA

(Season of 1892-93), beginning in October.

TOURS THROUGH MEXICO,

To be resumed in January, 1893.

EXCURSION TO THE HAWAIIAN ISLANDS

(Fifth Annual Trip),

Leaving San Francisco in February, 1893.

LIST OF RAYMOND & WHITCOMB'S OFFICES.

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